

ATTACHMENT H

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Environmental Assessment for Proposed Rule 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations, Proposed Amended Rule 461 – Gasoline Transfer and Dispensing and Proposed Amended Rule 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II

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PREFACE

This document constitutes the Final Environmental Assessment (EA) for Proposed Rule (PR) 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations and Proposed Amended Rule (PAR) 461 – Gasoline Transfer and Dispensing and PAR 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II. A Draft EA was circulated for a 30-day public review and comment period from November 24, 2021 to December 24, 2021 and two comment letters were received during the comment period. The comments and responses relative to the Draft EA are included in Appendix C of this Final EA.

Analysis of the proposed project in the Draft EA indicated that a less than significant increase of VOC and toxic emissions and the associated public health risk from mobile fueling operations would occur. Since no significant adverse impacts were identified, an alternatives analysis and mitigation measures are not required (CEQA Guidelines Sections 15252).

In addition, subsequent to the release of the Draft EA for public review and comment, minor modifications were made to the proposed project. The minor modifications include: 1) the removal of proposed amendments to Rule 222 from the proposed project; 2) rewording and renumbering of rule language; 3) the revision of provisions for clarity; 4) the addition of provisions to PR 461.1 to require a report for the mobile fueler dispensing location; and 5) revised exemption provisions for clarity. To facilitate identification of the changes between the Draft EA and the Final EA, modifications to the document are included as underlined text and text removed from the document is indicated by ~~striketrough text~~. To avoid confusion, minor formatting changes are not shown in underline or striketrough mode.

Subsequent to the release of the Draft EA for public review and comment, modifications were made to the proposed project and some of the revisions were made in response to verbal and written comments received during the rule development process. Staff has reviewed the modifications to the proposed project and concluded that none of the revisions constitute significant new information, because: 1) no new significant environmental impacts would result from the project; and 2) the Draft EA did not deprive the public from meaningful review and comment. In addition, revisions to the proposed project in response to verbal or written comments during the rule development process would not create new, unavoidable significant effects. As a result, these revisions to the Draft EA merely clarify, amplify, or make insignificant modifications which do not require recirculation of the Draft EA pursuant to CEQA Guidelines Sections 15073.5 and 15088.5. Therefore, the Draft EA has been revised to include the aforementioned modifications such that it is now the Final EA for PR 461.1, PARs 461 and 219.

TABLE OF CONTENTS

Page No.

CHAPTER 1 – PROJECT DESCRIPTION

Introduction 1-1

California Environmental Quality Act..... 1-2

Project Location 1-4

Project Background..... 1-5

Technology Overview..... 1-8

Project Description..... 1-10

CHAPTER 2 – ENVIRONMENTAL CHECKLIST

Introduction 2-1

General Information..... 2-1

Environmental Factors Potentially Affected..... 2-3

Determination 2-4

Environmental Checklist and Discussion 2-5

APPENDICES

Appendix A: A1: Proposed Rule 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations, and
A2: Proposed Amended Rule 461 – Gasoline Transfer and Dispensing,
A3: Proposed Amended Rule 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II

Appendix B: Modeling Files, Assumptions, and Calculations

Appendix C: Comment Letters Received on the Draft EA and Responses to Comments

LIST OF FIGURES

Figure 1-1: Southern California Air Basins	1-5
Figure 1-2: Mobile Fueler CARB-Certified Phase I Vapor Recovery System.....	1-8
Figure 1-3: Mobile Fueler CARB-Certified Phase II Vapor Recovery System	1-9
Figure 1-4: Onboard Refueling Vapor Recovery	1-9
Figure 1-5: Mobile Fueler Model Categories	1-10

LIST OF TABLES

Table 1-1: Regulatory Gap for Mobile Fuelers	1-7
Table 1-2: Mobile Fueler Rule 461 Regulatory Applicability	1-7
Table 2-1: Key Components of Proposed Project with Physical Effects During Operation of Mobile Fuelers	2-6
Table 2-2: South Coast Aqmd Air Quality Significance Thresholds	2-14
Table 2-3: Sources of Potential Secondary Adverse Air Quality and GHG Impacts During Construction and Operation	2-16
Table 2-4: Peak Daily Operation Emissions by Pollutant (lb/day)	2-18
Table 2-5: Summary of GHG Emissions from Affected Facilities	2-22
Table 2-6: Annual Total Projected Fuel Usage for Operation Activities	2-33
Table 2-7: Number of Mobile Fueler Truck Trips on a Peak Day by Trip Segment	2-65

CHAPTER 1

PROJECT DESCRIPTION

Introduction

California Environmental Quality Act

Project Location

Project Background

Technology Overview

Project Description

INTRODUCTION

The California Legislature created the South Coast Air Quality Management District (South Coast AQMD) in 1977¹ as the agency responsible for developing and enforcing emission control rules and regulations in the South Coast Air Basin (Basin) and portions of the Salton Sea Air Basin and Mojave Desert Air Basin. By statute, the South Coast AQMD is required to adopt an air quality management plan (AQMP) demonstrating compliance with all federal and state ambient air quality standards for the areas under the jurisdiction of the South Coast AQMD². The AQMP is a regional blueprint for how the South Coast AQMD will achieve air quality standards and healthful air; it contains multiple goals promoting reductions of criteria air pollutants, greenhouse gases (GHGs), and toxic air contaminants (TACs)³.

The South Coast AQMD has adopted regulations, each with individual rules, that carry out the AQMP⁴. For example, Regulation II – Permits specifies what sources must have a permit to operate, but also includes Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II which identifies equipment, processes, or operations that emit small amounts of air contaminants and therefore are exempt from permit requirements. Regulation IV – Prohibitions establishes requirements for certain operations regardless of industry, while Regulation XI – Source Specific Standards establishes requirements for equipment- and industry-specific emission sources. Regulation XIII – New Source Review prescribes requirements for new emission sources that must be met before any permit is issued, and Regulation XIV – Toxics and Other Non-Criteria Pollutants establishes requirements for sources of TACs.

Gasoline transfer and dispensing operations are regulated by both California Air Resources Board (CARB) and South Coast AQMD. CARB has established performance standards and certification procedures for vapor recovery systems for gasoline marketing operations. CARB certifies the equipment and South Coast AQMD requires the use of CARB-certified equipment to meet rule requirements. South Coast AQMD Rule 461 – Gasoline Transfer and Dispensing, for example, applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler; and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank; and requires CARB certified vapor recovery systems and components.

In addition to Rule 461, the following South Coast AQMD rules also apply to gasoline transfer and dispensing operations which emit Volatile Organic Compounds (VOC), a criteria air pollutant, and TACs such as benzene, ethyl benzene, and naphthalene:

- Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II; and
- Rule 1401 – New Source Review of Toxic Air Contaminants.

Previous rule development efforts and amendments to Rule 461 thus far have focused on retail stationary fueling facilities. Further, Rule 219(m)(9) currently exempts mobile fuelers with a cumulative capacity of <251 gallons, provided that the operation meets Rule 219(s)(2)(A) which requires the health risk to be below the thresholds in Rule 1401. However, with the emergence of

¹ The Lewis-Presley Air Quality Management Act, 1976 Cal. Stats., ch. 324 (codified at Health and Safety Code Section 40400-40540).

² Health and Safety Code Section 40460(a).

³ South Coast AQMD, Final 2016 Air Quality Management Plan, March 2017. <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

⁴ Health and Safety Code Section 40440(a).

mobile fueling on-demand (MFOD) services in the gasoline delivery industry, South Coast AQMD staff recognized that additional rule development efforts were necessary to ensure that public health is protected since MFOD operations result in the same types of fueling emissions as retail stationary fueling facilities but with additional vehicular emissions from mobile fueler truck trips and idling, which cause criteria air pollutant emissions of VOC, NO_x, and CO, and TAC as diesel particulate matter (PM).

As such, South Coast AQMD staff developed Proposed Rule (PR) 461.1 with the goal of minimizing emissions of VOC and TACs from mobile fueling operations through establishing requirements applicable to: 1) an owner or operator of a mobile fueler conducting retail or non-retail mobile fueling operations; ~~2) an owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof.

In addition, amendments to Rule 461 are proposed that would remove specific provisions pertaining to the requirements and emission control equipment associated with mobile fueling operations since these requirements are included in PR 461.1.

Further, amendments to Rule 219 are proposed that will remove mobile fuelers from the existing exemption in paragraph (m)(9) and will add two separate exemptions for retail and non-retail mobile fuelers in with the new lower cumulative capacity mobile fueler thresholds from PR 461.1. Additionally, mobile fuelers that were previously exempt will be exempt until July 1, 2022 to give owners time to obtain permits. ~~Finally, amendments to Rule 222 are proposed that would establish registration requirements for retail mobile fueler gasoline dispensing locations to ensure that multiple mobile fueler companies would not create a health risk that would exceed the thresholds established by Rule 1401.~~

Implementation of the proposed project is expected to result in less than significant increases of VOC, NO_x, and CO, and TAC emissions with associated public health risk from mobile fueling operations.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA), California Public Resources Code Section 21000 *et seq.*, requires that all potentially significant, adverse environmental impacts of proposed projects be evaluated and methods to reduce or avoid identified significant adverse impacts of these projects be implemented, if feasible. The purpose of the CEQA process is to inform the South Coast AQMD Governing Board, public agencies, and interested parties of potential adverse environmental impacts that could result from implementing the proposed project and to identify feasible mitigation measures or alternatives when an impact is significant.

Public Resources Code Section 21080.5 allows public agencies with regulatory programs to prepare a plan or other written documents in lieu of a negative declaration or environmental impact report once the secretary of the resources agency has certified the regulatory program. The South Coast AQMD's regulatory program was certified by the secretary of resources agency on March 1, 1989 (CEQA Guidelines Section 15251(l)). In addition, the South Coast AQMD adopted Rule 110 – Rule Adoption Procedures to Assure Protection and Enhancement of the Environment, which implements the South Coast AQMD's certified regulatory program. Under the certified regulatory program, the South Coast AQMD typically prepares an Environmental Assessment

(EA) to evaluate the environmental impacts for rule projects proposed for adoption or amendment. The EA is also a public disclosure document intended to: 1) provide the lead agency, responsible agencies, decision makers and general public with information on the environmental impacts of the proposed project; and, 2) be used as a tool by decision makers to facilitate decision making on the proposed project.

CEQA Guidelines Section 15187 requires the South Coast AQMD to perform an environmental analysis when proposing to adopt a new rule or regulation requiring the installation of air pollution control equipment, or establishing a performance standard, which is the case with the proposed project. CEQA Guidelines Section 15187 requires the environmental analysis to include at least the following information:

- An analysis of reasonably foreseeable environmental impacts of the methods of compliance;
- An analysis of reasonably foreseeable mitigation measures relating to significant environmental impacts; and
- An analysis of reasonably foreseeable alternative means of compliance with the rule or regulation, which would avoid or eliminate any identified significant environmental impacts.

The proposed adoption of PR 461.1 and proposed amendments to Rules 461, ~~and 219, and 222~~ are a discretionary action subject to South Coast AQMD Governing Board consideration that has the potential for resulting in changes to the environment, and therefore, is considered a “project” as defined by CEQA (CEQA Guidelines Section 15378). The lead agency is the “public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment” (Public Resources Code Section 21067). Since the South Coast AQMD Governing Board has the primary responsibility for approving and carrying out the entire project as a whole, the South Coast AQMD is the most appropriate public agency to act as lead agency for the proposed project (CEQA Guidelines Section 15051(b)).

In analyzing the potential environmental impacts as required by CEQA Guidelines Section 15187 (see Chapter 2 of this EA), the type of CEQA document appropriate for the proposed project is an Environmental Assessment (EA) with no significant impacts. The EA is a substitute CEQA document, which the South Coast AQMD, as lead agency for the proposed project, prepared in lieu of a Negative Declaration with no significant impacts (CEQA Guidelines Section 15252), pursuant to the South Coast AQMD’s Certified Regulatory Program (Public Resources Code Section 21080.5, CEQA Guidelines Section 15251(1); South Coast AQMD Rule 110).

The EA includes a project description in Chapter 1 and an Environmental Checklist in Chapter 2. The Environmental Checklist provides a standard tool to identify and evaluate a proposed project’s adverse environmental impacts and the analysis concluded that no significant adverse impacts would be expected to occur if the proposed project is implemented. Because the proposed project would have no statewide, regional, or areawide significance, no CEQA scoping meeting is required to be held pursuant to Public Resources Code Section 21083.9(a)(2). Further, pursuant to CEQA Guidelines Section 15252, since no significant adverse impacts were identified, no alternatives or mitigation measures are required.

The Draft EA ~~has been~~ was released for a 30-day public review and comment period from November 24, 2021 to December 24, 2021. ~~All~~ Two comment letters were received during the

public comment period on the analysis presented in the Draft EA; the comment letters and the responses are ~~will be responded to and included in an a~~Appendix C to theof this Final EA.

Subsequent to the release of the Draft EA for public review and comment, modifications were made to the proposed project and some of the revisions were made in response to verbal and written comments received during the rule development process. South Coast AQMD staff has reviewed the modifications to the proposed project after the release of the Draft EA for the 30-day public review and comment period and updated the CEQA analysis accordingly. None of the revisions: 1) constitute significant new information; 2) constitute a substantial increase in the severity of an environmental impact; or, 3) provide new information of substantial importance relative to the Draft EA. In addition, revisions to the proposed project in response to verbal or written comments during the rule development process would not create new, avoidable significant effects. As a result, these revisions do not require recirculation of the Draft EA pursuant to CEQA Guidelines Sections 15073.5 and 15088.5. Therefore, the Draft EA has been revised to include the aforementioned modifications such that is now the Final EA for the proposed project.

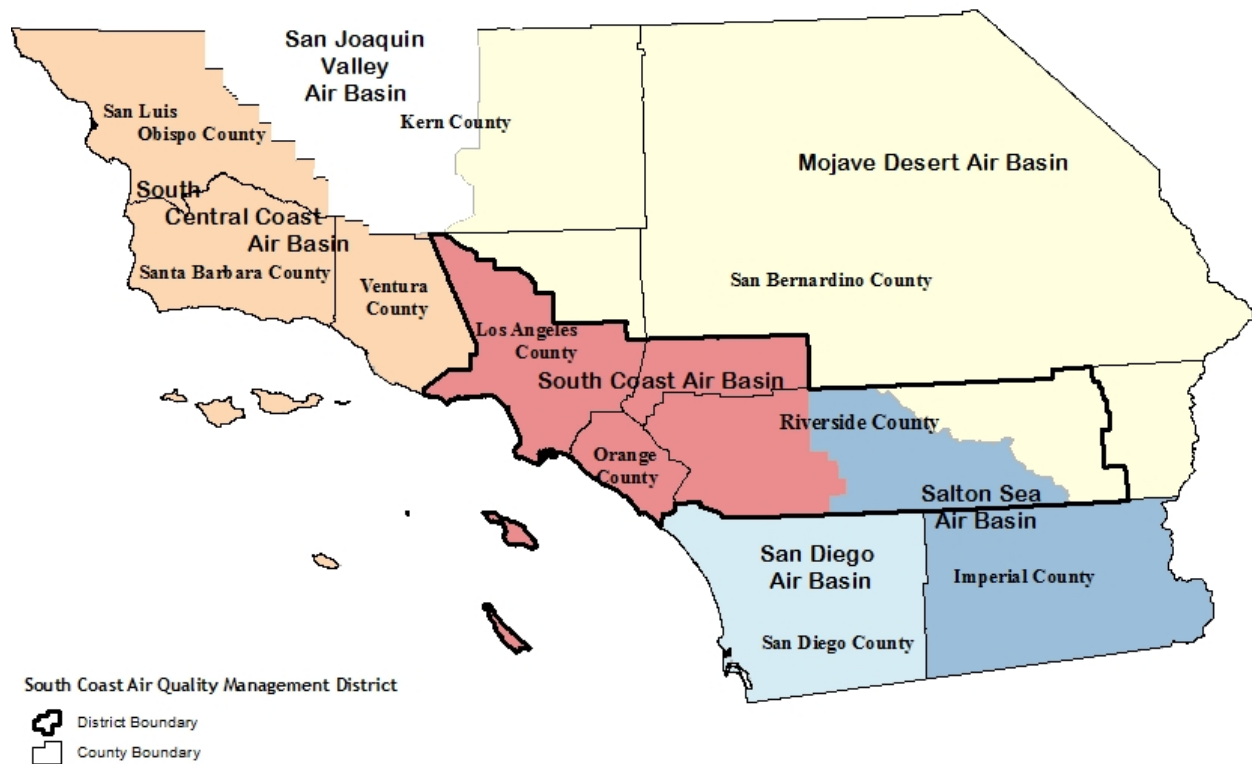
Prior to making a decision on the adoption of the proposed project, the South Coast AQMD Governing Board must review and certify the Final EA as providing adequate information on the potential adverse environmental impacts that may occur as a result of adopting PR 461.1 and amending Rules 461 ~~and~~, ~~219,~~ and ~~222~~.

PROJECT LOCATION

The proposed project applies to the owners or operators of mobile fuelers that conduct retail or non-retail operations, ~~to owners or operators of dispensing locations where mobile fuelers operate,~~ and to any person that installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacturers CARB-certified control equipment or the associated components thereof.

As illustrated in Figure 1-1, the South Coast AQMD has jurisdiction over an area of approximately 10,743 square miles, which includes the four-county South Coast Air Basin (all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties), and the Riverside County portion of the Salton Sea Air Basin and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin. The South Coast Air Basin is a subarea of South Coast AQMD's jurisdiction and is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley. A federal nonattainment area (known as the Coachella Valley Planning Area) is a subregion of Riverside County and the Salton Sea Air Basin and is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east.

Figure 1-1
Southern California Air Basins and South Coast AQMD’s Jurisdiction



PROJECT BACKGROUND

Gasoline transfer and dispensing operations are regulated by both CARB and South Coast AQMD. CARB has established performance standards and certification procedures for vapor recovery systems for gasoline marketing operations. CARB certifies the equipment and South Coast AQMD requires the use of CARB-certified equipment to meet rule requirements. Gasoline transfer and dispensing operations in the South Coast AQMD’s jurisdiction are regulated through Rule 461. Rule 461 was originally adopted by the South Coast AQMD on January 9, 1976 and focuses primarily on stationary retail gasoline dispensing facilities through requirements for vapor recovery systems that are tested and certified by CARB.

CARB-certified Phase I and Phase II vapor recovery systems are the existing standard emissions control equipment for gasoline transfer and dispensing operations for both stationary and mobile fueling operations subject to Rule 461. Rule 461 has required CARB-certified Phase II vapor recovery systems since 1995 for both stationary gasoline dispensing facilities and mobile fuelers that dispense gasoline which is consistent with the requirements in Health and Safety Code Section 41954(g)(3) which states, “any stricter procedures or performance standards shall not be implemented until at least two systems meeting the stricter performance standards have been certified by the state board.”

The current version of Rule 461 does not contain requirements specific to small mobile fuelers with tanks less than 120 gallons which means that if any are currently operating, they are not required to have a South Coast AQMD air permit and are not required to be equipped with a vapor

recovery system. Small mobile fuelers have been operating in limited non-retail function. As small mobile fuelers were not subject to either permitting or rule requirements, small mobile fuelers could be operating at locations that have not been evaluated for emissions and health risk to sensitive receptors. For this reason, emissions from retail gasoline mobile fueling operations need to be evaluated and permitted to prevent exceedance of the health risk thresholds in Rule 1401 for at each any dispensing location to prevent exceedances of the health risk thresholds in Rule 1401. When compared to stationary gasoline dispensing facilities that comply with Rule 461, retail mobile fuelers not equipped with Phase I vapor recovery system and Phase II vapor recovery system have higher emissions per gallon of gasoline dispensed. In addition, emissions from loading increase when mobile fuelers are not equipped with a Phase I vapor recovery system. Similarly, emissions from dispensing are greater for mobile fuelers that are not equipped with a Phase II vapor recovery system. Finally, when gasoline is stored in aboveground storage tanks, the tanks are typically designed to have a reflective exterior which results in a lower tank temperature and thus lower evaporative emissions than a mobile fueler without a Phase I vapor system and Phase II vapor recovery system, since the gasoline storage tanks are not always insulated and are typically painted with a darker or non-reflective exterior.




Regulating mobile fueling operations presents a unique challenge relative to the established regulatory framework for stationary gasoline dispensing facilities because the location where a mobile fueler will distribute gasoline varies by day, time, and facility. Existing regulations applicable to mobile fuelers dispensing gasoline via CARB-certified non-vapor recovery components but that are not equipped with a Phase II vapor recovery system are further complicated by the difficulty in verifying that each motor vehicle receiving the fuel must be equipped with an Onboard Refueling Vapor Recovery (ORVR) system. Historically, the process of verifying ORVR status has been a compliance challenge for regulators. In addition, tracking the amount of fuel transferred into a mobile fueler and dispensed into vehicles for regulatory purposes is a further challenge.

To address these historical compliance challenges unique to mobile fueling operations, PR 461.1 proposes specific requirements to restrict opening of the cargo tank dome hatch, and includes additional monitoring, recordkeeping, and reporting requirements in addition to the requirements already included in Rule 461.

Another challenge associated with regulating mobile fueling operations are the variables with the evaluation of health risk since mobile fuelers can visit multiple locations and some retail mobile fuelers are not equipped with vapor recovery systems. For comparison, the health risk evaluation for stationary gasoline dispensing facilities (gas station), is based on dispensing equipment fitted with mandatory vapor recovery systems operating at one fixed location and is part of the South Coast AQMD permit process to ensure that facility emissions do not pose a health risk to nearby sensitive receptors.




A visual overview of the existing mobile fueling regulations as applicable to various mobile fueling systems and Rule 461 regulatory applicability are shown in Tables 1-1 and 1-2.

**Table 1-1
Regulatory Gap for Mobile Fuelers**

Mobile Fueling System	Cumulative Capacity (Gallons)	Requires a South Coast AQMD Permit to Operate?	Regulatory Gap
 1 Phase I and Phase II Cab and Chassis Truck with Cargo Tank	300 - 4,000	Yes	None
 2 Phase I Cab and Chassis Truck with Cargo Tank	≥ 1,200	Yes	Permit required, but cannot be issued for retail fueling since it is not allowed under Rule 461
 3 Pickup Truck with Tanks	< 251 ¹	No	Not required to be permitted and Rule 461 does not currently apply to this equipment

¹ Each individual tank is ≤ 120 gallons

**Table 1-2
Mobile Fueler Rule 461 Regulatory Applicability**

Mobile Fueling System	Cumulative Capacity (Gallons)	Allowed in Rule 461	
		Non-Retail	Retail
 1 Phase I and Phase II Cab and Chassis Truck with Cargo Tank	300 - 4,000	Allowed	Allowed
 2 Phase I Cab and Chassis Truck with Cargo Tank	≥ 1,200	Allowed	Not Allowed
 3 Pickup Truck with Tanks	< 251 ¹	Unregulated	Unregulated

¹ Each individual tank is ≤ 120 gallons

South Coast AQMD staff was tasked to pursue rulemaking that establishes operational ~~and permit~~ requirements to address the absence of existing regulations specific to retail mobile fueling operations and to reduce the associated public health impacts from mobile fueling activities. For these reasons, South Coast AQMD staff developed the approach to regulate mobile fueling operations in PR 461.1 and amend Rule 461 to limit its applicability to stationary gasoline transfer and dispensing facilities. The objective of PR 461.1 is to reduce VOC and TAC emissions from mobile fueling operations that occur from the transfer, storage, and dispensing of gasoline. ~~To address the regulatory gap for mobile fuelers, PR 461.1 proposes to require a permit and a health risk assessment for mobile fuelers operating at retail dispensing locations.~~ As part of the rulemaking process, Rules 219 and 222 ~~are is~~ proposed to be amended to modify permit requirements for previously exempt mobile fuelers ~~and dispensing locations as well as require registration for dispensing locations used for retail mobile fueling operations.~~

TECHNOLOGY OVERVIEW

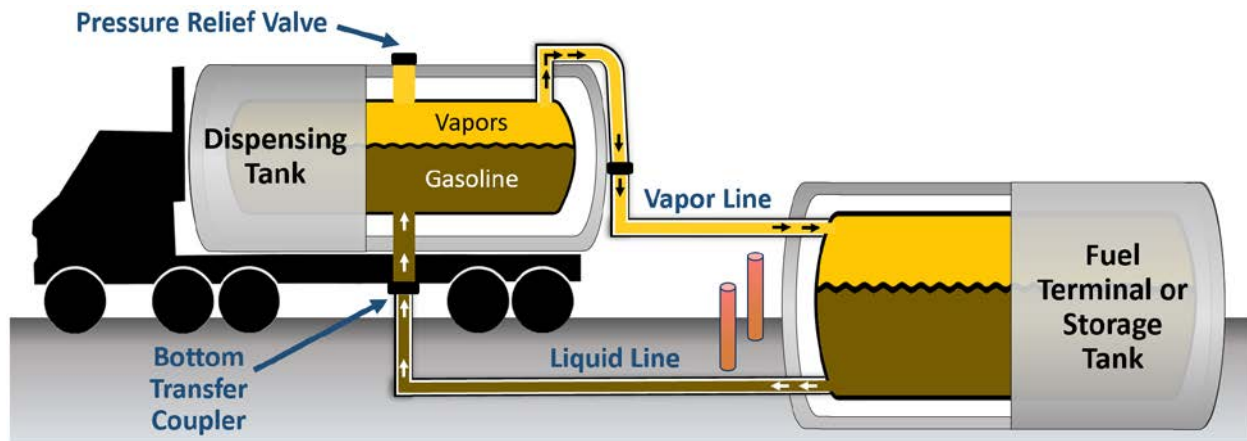
The following discussion provides a general overview of the technologies associated with mobile fueling operations.

Phase I and Phase II Vapor Recovery Systems

Phase I Vapor Recovery System for a Mobile Fueler

A Phase I vapor recovery system is installed on a mobile fueler cargo tank for the collection and recovery of gasoline vapors displaced or emitted during the transfer of gasoline into and out of a mobile fueler cargo tank from a fuel terminal or storage tank, except when dispensing. Figure 1-2 depicts the loading of gasoline into a mobile fueler equipped with a Phase I vapor recovery system. A mobile fueler with Phase I vapor recovery is loaded from the bottom of the tank (referred to as bottom loading) to reduce splashing of the fuel which can increase vapors. In general, cargo tanks on mobile fuelers are filled either at a bulk loading terminal or from a stationary storage tank.

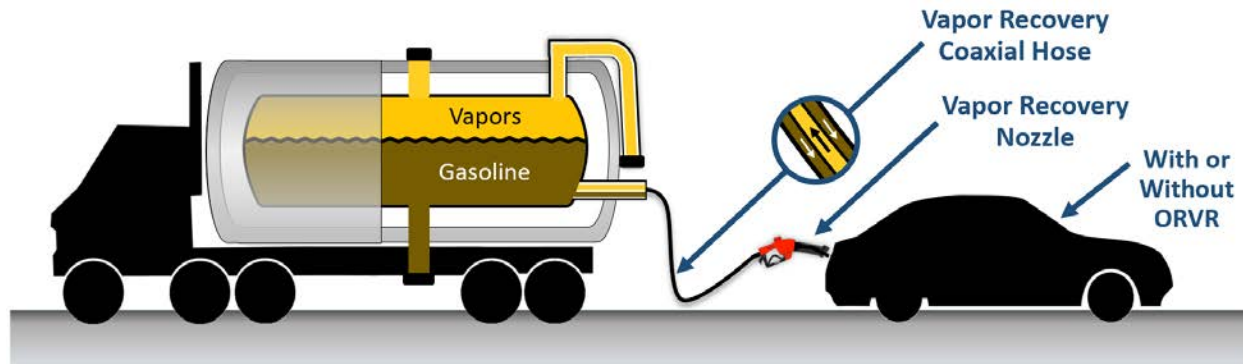
Figure 1-2
Mobile Fueler CARB-Certified Phase I Vapor Recovery System



Phase II Vapor Recovery System for a Mobile Fueler

A Phase II vapor recovery system is installed on a mobile fueler cargo tank for the collection and recovery of gasoline vapors displaced or emitted during the dispensing of gasoline from a mobile fueler cargo tank into a motor vehicle fuel tank. There are two types of Phase II vapor recovery dispensing equipment. A vacuum assist Phase II vapor recovery system dispenses gasoline through the exterior of the coaxial hose and utilizes a vacuum-producing device to create a vacuum to draw vapors back into the cargo tank through the interior of the coaxial hose. A balance Phase II vapor recovery system, not currently CARB-certified for mobile fuelers at the time of this rulemaking, dispenses gasoline through the interior of the coaxial hose and utilizes the principle of vapor displacement to draw vapors back into the cargo tank through the exterior of the coaxial hose. Figure 1-3 depicts a mobile fueler which is equipped with a Phase II vapor recovery system with a vacuum assist coaxial hose dispensing gasoline into a motor vehicle fuel tank.

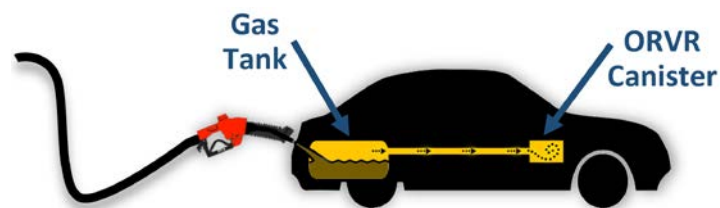
Figure 1-3
Mobile Fueler CARB-Certified Phase II Vapor Recovery System



Other Vapor Controls

Onboard Refueling Vapor Recovery (ORVR) is designed for on-road motor vehicles to control gasoline vapors during the filling of the motor vehicle gas tank as shown in Figure 1-4. Key characteristics of ORVR include: a narrow fill tube, valve to prevent vapors from returning to the fill tube, a carbon canister, and design features that allow displaced gasoline vapors to flow into the carbon canister. ORVR systems were introduced for 1998 model year motor vehicles and are now required on all new cars and trucks. ORVR is mandated by Title 13 of the California Code of Regulations (CCR), Section 1978 and 40 Code of Federal Regulations (CFR) Part 86. The ORVR phase-in period for passenger vehicles, light duty truck, and medium duty vehicles (up to 8500 pounds gross vehicle weight rating) was already scheduled to meet 100 percent of fleets by 2006. ORVR systems must meet the regulatory standard of 95 percent control efficiency⁵. While ORVR is effective in controlling emissions, some vehicles older than 1998, and still operating, may not be equipped with ORVR because the requirement to equip ORVR systems was phased in. While ORVR has been demonstrated to be effective in controlling emissions, there are still many older cars without ORVR being operated on public roads and highways.

Figure 1-4
Onboard Refueling Vapor Recovery



⁵ Environmental Protection Agency. (1994, April 6). *Control of Air Pollution From New Motor Vehicles and New Motor Vehicle Engines; Refueling Emission Regulations for Light-Duty Vehicles and Light-Duty Trucks*. Federal Register. <https://www.govinfo.gov/content/pkg/FR-1994-04-06/html/94-4752.htm>

Mobile Fuelers

Model 1 Mobile Fueler – Phase I and Phase II Vapor Recovery System

Model 1 mobile fuelers have been issued a CARB executive order which includes CARB-certified Phase I and Phase II vapor recovery systems. Rule 461 currently allows Model 1 mobile fuelers for retail and non-retail dispensing of gasoline into motor vehicles. The majority of currently permitted mobile fuelers are Model 1. At this point in time when the EA is being written, there ~~is only one known~~ are two Model 1 mobile fuelers that ~~has~~ have been issued a CARB executive orders with CARB-certified Phase I and Phase II vapor recovery systems, however, ~~these~~ is mobile fuelers ~~are not~~ is currently commercially ~~un~~ available for new purchases within South Coast AQMD's jurisdiction.

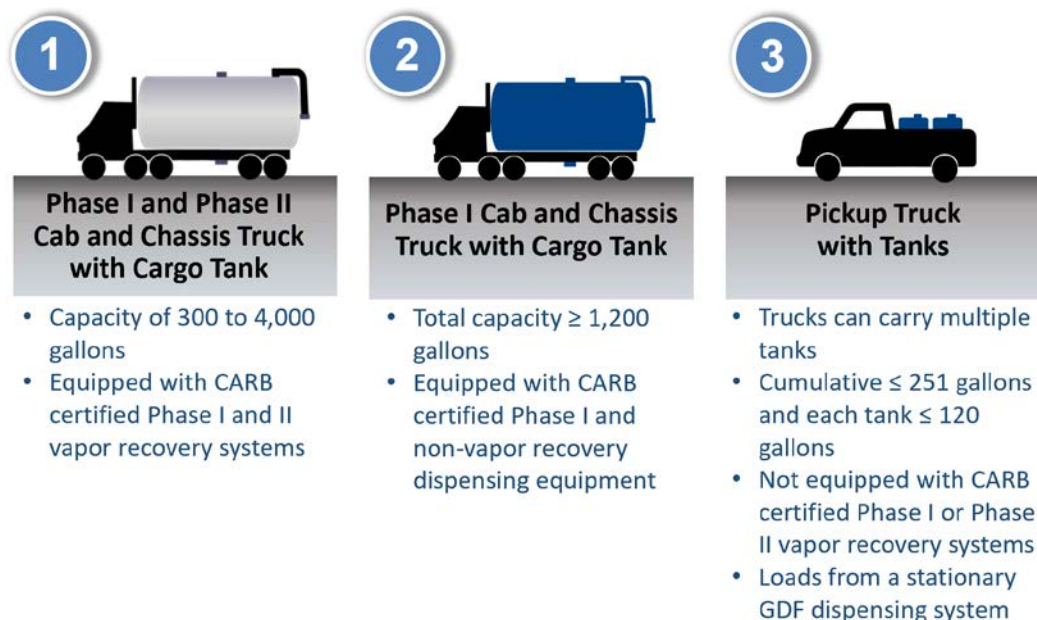
Model 2 Mobile Fueler – Phase I Vapor Recover and No Phase II Vapor Recovery

Model 2 mobile fuelers have been issued a CARB executive order which includes a CARB-certified Phase I vapor recovery system, but does not include a Phase II vapor recovery system. Rule 461 currently allows Model 2 mobile fuelers for non-retail dispensing of gasoline into ORVR equipped motor vehicles. Rule 461 does not allow Model 2 mobile fuelers for retail dispensing of gasoline.

Model 3 Mobile Fueler – No Phase I and No Phase II

Model 3 mobile fuelers have not been issued a CARB executive order and are not equipped with Phase I or Phase II vapor recovery systems. Rule 461 does not allow Model 3 mobile fuelers to fuel motor vehicles if the cumulative gasoline storage capacity is greater than 251 gallons or if an individual tank is greater than 120 gallons. Model 3 mobile fuelers with cumulative gasoline storage that is less than the capacities listed above are unregulated by the vapor recovery requirements of Rule 461 and exempt from South Coast AQMD permitting requirements.

**Figure 1-5
Mobile Fueler Model Categories**



PROJECT DESCRIPTION

The proposed project is comprised of PR 461.1 and PARs 461, ~~and 219 and 222~~. The following discussion provides a summary of the key elements contained in PR 461.1, and PARs 461, ~~and~~

219 and 222. Appendix A of this EA contains a draft rule language of PR 461.1 and PARs 461 and 219, and 222.

PR 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations

PR 461.1 has been developed to minimize emissions of VOC and TACs from mobile fueling operations through establishing requirements applicable to: 1) an owner or operator of a mobile fueler conducting retail or non-retail mobile fueling operations; ~~2) an owner or operator of dispensing locations where mobile fuelers operate;~~ and ~~3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufactures CARB-certified control equipment or the associated components thereof.~~

The exact number of mobile fueling owners or operators is unknown at the time of this rulemaking because the South Coast AQMD does not currently have a procedure or process that records the amount of previously exempt mobile fuelers operating in the South Coast AQMD jurisdiction. As facilities become interested in conducting retail mobile fueling on their associated site, those facilities would be subject to the registration requirements included in the proposed project.

Under PR 461.1, mobile fuelers would be subject to control equipment requirements in regards to Phase I vapor recovery systems, Phase II vapor recovery systems, or non-vapor recovery components for dispensing; and cumulative capacity requirements in regards to the combined capacity of the storage capacity for each cargo tank located on a mobile fueler at any one given time with an exception for one portable fuel container with a ~~five~~ 6.6 gallon or less capacity. In addition, PR 461.1 includes definitions that distinguish the difference between non-retail and retail mobile fuelers.

PR 461.1 includes requirements for operational activities associated with mobile fuelers. Operational requirements vary based on the type of mobile fueler, but generally require the owner or operator of a mobile fueler to conduct dispensing activities that minimize the release of gasoline vapors, conduct recordkeeping, ~~testing, inspection,~~ and maintain equipment as required. Further, PR 461.1 limits the dispensing of gasoline only into motor vehicles that are equipped with an ORVR system by mobile fuelers with non-vapor components ~~with~~ for dispensing until CARB certifies at least two Phase II vapor recovery systems for mobile fuelers. PR 461.1 also requires ~~both the owner or operator of a dispensing location, and the owner or operator of a mobile fueler to comply with dispensing location requirements.~~ In addition, location requirements would prevent more than one retail mobile fueling company from operating at a single dispensing location within the same calendar month. Location requirements would ~~also ensure that~~ require retail fueling companies ~~to obtain documentation from the owner of the location as well as the local fire authority to operate at the specific location are identified on each dispensing locations registration.~~ Mobile fuelers would be prohibited from operating on a public street except in the case of an emergency or to maintain public infrastructure. Additional protection for schools located within 1,000 feet of the location are also included.

Additional requirements for PR 461.1 include the postage and maintenance of signage that has information that details how the public may report potential air related issues regarding operation of the mobile fueler. Also included are requirements for mobile fueling owners or operators to install, maintain, and repair, as necessary, CARB-certified Phase I and II vapor recovery systems and CARB-certified non-vapor recovery component for dispensing. Requirements for self-compliance, recordkeeping, testing, and reporting are also included in PR 461.1.

PAR 461 – Gasoline Transfer and Dispensing

PAR 461 is being amended to remove specific provisions that detail the requirements for the transfer of gasoline from a mobile fueler to any motor vehicle fuel tank, and the required emissions controls associated with mobile fueling operations which will now be addressed in PR 461.1. In addition, PAR 461 will allow the owner or operator of a stationary non-retail gasoline dispensing facility with modified dispensing equipment used in lieu of complying with Phase II requirements to continue to use these modified components until the permit to operate is modified, at which time those modified components shall be replaced with hose and nozzle components according to the latest CARB Executive Order.

PAR 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II

PAR 219 will remove mobile fuelers from the existing exemption in paragraph (m)(9) and will add two separate exemptions for retail and non-retail mobile fuelers in with the new lower cumulative capacity mobile fueler thresholds from PR 461.1. Additionally, A separate temporary exemption until July 1, 2022 for units mobile fuelers that were previously exempt will be exempt until July 1, 2022 also be added to give owners time to obtain permits.

~~PAR 222 – Filing Requirements for Specific Emission Sources not Requiring a Written Permit Pursuant to Regulation II~~

~~PAR 222 is being amended to establish registration requirements for dispensing locations where retail mobile fuelers would dispense gasoline to ensure that multiple mobile fueler companies are not creating a health risk in exceedance of thresholds established by Rule 1401.~~

~~PAR 222 will require the owner or operator of a dispensing location to register the dispensing location where a retail mobile fueler dispenses gasoline as long as the dispensing location is not located at a Title V facility subject to South Coast AQMD Regulation XXX – Title V Permits. Facilities subject to the Title V program are currently required to list and evaluate all emissions, including gasoline vapors, in the Title V facility permit. A mobile fueler is a regulated emission unit and, if operated at any Title V facility, is required to be included in the facility's application for a Title V permit.~~

CHAPTER 2

ENVIRONMENTAL CHECKLIST

Introduction

General Information

Environmental Factors Potentially Affected

Determination

Environmental Checklist and Discussion

INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's potential adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

GENERAL INFORMATION

Project Title: PR 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations; PAR 461 – Gasoline Transfer and Dispensing; and PAR 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II; ~~and PAR 222 – Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II~~

Lead Agency Name: South Coast Air Quality Management District

Lead Agency Address: 21865 Copley Drive
Diamond Bar, CA 91765

CEQA Contact Person: Ryan Bañuelos, (909) 396-3479, rbañuelos@aqmd.gov

PR 461.1, and PARs 461, and 219; ~~and 222~~-Contact Person: Britney Gallivan, (909) 396-2792, bgallivan@aqmd.gov

Project Sponsor's Name: South Coast Air Quality Management District

Project Sponsor's Address: 21865 Copley Drive
Diamond Bar, CA 91765

General Plan Designation: Not applicable

Zoning: Not applicable

Description of Project: The proposed project is comprised of PR 461.1, and proposed amendments to Rules 461, and 219, ~~and 222~~. PR 461.1 has been developed to minimize emissions of volatile organic compounds (VOC) and toxics from mobile fueling operations through establishing requirements applicable to: 1) an owner or operator of a mobile fueler conducting retail or non-retail mobile fueling operations; 2) ~~an owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof. PAR 461 proposes to remove specific provisions pertaining to the requirements and emission control equipment associated with mobile fueling operations since these requirements are included in PR 461.1. Further, amendments to Rule 219 are proposed that will remove mobile fuelers from the existing exemption in paragraph (m)(9) and will add two separate exemptions for retail and non-retail mobile fuelers ~~in along~~ with the new lower cumulative capacity mobile fueler thresholds from PR 461.1. Additionally, mobile fuelers that were previously exempt will continue to be exempt until July 1, 2022 to give provide owners time to obtain permits. ~~Finally, amendments to Rule 222 are proposed that would establish registration requirements for retail mobile fueler gasoline dispensing~~

~~locations to ensure that multiple mobile fueler companies would not create a health risk that would exceed the thresholds established by Rule 1401.~~ Implementation of the proposed project is expected to result in less than significant increases of VOC and toxic emissions and associated public health risk from mobile fueling operations. The Draft EA did not identify any environmental topic areas that would be significantly adversely affected by the proposed project. Of the potential sites identified by operators of mobile fuelers where mobile fueling operations (gasoline dispensing) would occur, none are identified on lists compiled by the California Department of Toxic Substances Control per Government Code Section 65962.5.

Surrounding Land Uses and Setting: Various

Other Public Agencies Whose Approval is Required: Not applicable

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with a "✓" involve at least one impact that is a "Potentially Significant Impact". An explanation relative to the determination of impacts can be found following the checklist for each area.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality and Greenhouse Gas Emissions | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Solid and Hazardous Waste |
| <input type="checkbox"/> Cultural and Tribal Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project, in accordance with those findings made pursuant to CEQA Guidelines Section 15252, COULD NOT have a significant effect on the environment, and that an ENVIRONMENTAL ASSESSMENT with no significant impacts has been prepared.
- I find that although the proposed project could have a significant effect on the environment, there will NOT be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. An ENVIRONMENTAL ASSESSMENT with no significant impacts will be prepared.
- I find that the proposed project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL ASSESSMENT will be prepared.
- I find that the proposed project MAY have a "potentially significant impact" on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and, 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL ASSESSMENT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: 1) have been analyzed adequately in an earlier ENVIRONMENTAL ASSESSMENT pursuant to applicable standards; and, 2) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL ASSESSMENT, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: November 23, 2021

Signature: _____



Barbara Radlein
Program Supervisor, CEQA
Planning, Rule Development and Area Sources

ENVIRONMENTAL CHECKLIST AND DISCUSSION

As explained in Chapter 1, the proposed project proposes to reduce emissions of VOC and TAC emissions (e.g., benzene, ethyl benzene, naphthalene, methyl tertiary-butyl ether, toluene, and xylene) from mobile fueling operations by establishing requirements for mobile fueling owners or operators in regard to throughput, location, duration, emissions controls, and permit conditions associated with mobile fueling operations.

Implementation of the proposed project is anticipated to require mobile fuelers to be equipped with emissions controls such as the CARB-certified Phase I and Phase II vapor recovery systems or non-vapor recovery systems which will minimize emissions of VOCs and TACs from mobile fueling operations. Installation and use of vapor recovery systems do not require building construction activities. Further, because mobile fuelers are premanufactured with the required emission control equipment, no additional construction or retrofit activities are expected to ensure compliance with the proposed project because it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. Operation of mobile fuelers may cause secondary adverse environmental impacts from emissions associated with fuel dispensing due to loading, breathing, refueling, hose permeation, spillage losses, and mobile fueler idling based on various dispensing throughputs specified in each individual mobile fueling permit to operate.

Other components of the proposed project, such as recordkeeping requirements, the requirement to submit permit applications, procedures for registration of equipment, and requirements associated with the preparation and submittal of testing protocols are administrative or procedural in nature and as such, would not be expected to cause any physical changes that would create any secondary adverse environmental impacts.

For these reasons, the analysis in this EA focuses on the key elements in the proposed project with the potential to create secondary adverse environmental impacts associated with operating mobile fuelers. The key components of the proposed project that are expected to involve physical activities are summarized in Table 2-1.

**Table 2-1
Key Components of Proposed Project with Physical Effects During Operation of Mobile Fuelers**

Proposed Project Requirement with Potential Physical Effects	Construction Impacts?	Operational Impacts?	Environmental topic areas potentially affected
Installing and/or using CARB-certified vapor recovery systems	NO; the installation of a CARB approved vapor recovery system does not involve any construction activities because mobile fuelers are premanufactured with the required emission control equipment and it is unlikely that control equipment would be installed or retrofitted once a mobile fueler is already operating	YES, from the dispensing of gasoline from a mobile fueler that uses a CARB-certified vapor recovery systems	Air Quality and GHG Emissions
Dispensing of Gasoline (Idling)	NO	YES, from increased use of mobile fueler engines that idle during mobile fueling operations; risk of spillage or leak during dispensing	Air Quality and GHG Emissions, Hazards and Hazardous Materials
Dispensing Location Requirements	NO	YES, from the proximity to sensitive receptors based on physical location of mobile fueling operations at the time of dispensing gasoline	Air Quality and GHG Emissions
Driving to and From Dispensing Location(s)	NO	Yes, from increase in VMT; risk from transport of gasoline; use of diesel fuel for mobile fueler to operate	Air Quality and GHG Emissions, Energy, Hazards and Hazardous Materials, Transportation

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point(s).) If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The proposed project impacts on aesthetics will be considered significant if:

- The project will block views from a scenic highway or corridor.
- The project will adversely affect the visual continuity of the surrounding area.
- The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 23) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or

retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

I. a), b), c) & d) No Impact. For the purpose of determining significance under CEQA, a scenic vista is generally considered a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Some scenic vistas are officially designated by public agencies, or informally designated by tourist guides. Vistas provide visual access or panoramic views to a large geographic area and are generally located at a point where surrounding views are greater than one mile away. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, a large open space area, the ocean, or other water bodies. A substantial adverse effect to a scenic vista is one that degrades the view from such a designated view spot.

A scenic highway is generally considered a stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency. Caltrans defines a scenic highway as any freeway, highway, road, or other public right of way, that traverses an area of exceptional scenic quality.

Physical modifications associated with the proposed project are limited to the installation of CARB approved vapor recovery systems. No construction is associated with the installation of CARB-certified emission control equipment and no other construction activities are expected to occur to comply with the proposed project because mobile fuelers are premanufactured with emission control equipment and not likely to be retrofitted once in operation. Therefore, there are no visual changes associated with construction as a result of the proposed project.

Mobile fuelers are expected to operate at existing facilities that are already constructed and have existing approvals from the local city or county planning departments which have assessed compliance with zoning requirements, including review of aesthetic impacts under CEQA, as applicable, prior to completion of construction. In addition, the facilities where mobile fueling activities would occur are located throughout Los Angeles, Orange, and San Bernardino counties, and each county is mandated by the state of California to prepare a general plan containing an aesthetics element^{6 7 8}. None of the anticipated physical activities associated with implementing the proposed project would involve activities that would exceed height restrictions or be inconsistent with the zoning designations at facilities where mobile fueling operations would occur.

Operation of mobile fuelers at a facility will be intermittent and temporally regulated by each individual mobile fueler operating permit which will limit the amount of gasoline that may be dispensed by a mobile fueler at any one location. For facilities with a mobile fueler operating onsite and that are located within the views of a scenic vista or state scenic highway as designated by the California Department of Transportation (Caltrans)⁹, no aesthetic impacts are expected during

⁶ Los Angeles County Department of Regional Planning, Los Angeles County General Plan 2035, Chapter 9: Conservation and Natural Resources Element, Accessed October 2020. <http://planning.lacounty.gov/generalplan/generalplan>

⁷ OC Public Works, General Plan, Chapter IV Scenic Highway Plan Map and Chapter VI Resources Element, Accessed October 2020. <https://www.ocpublicworks.com/ds/planning/generalplan>

⁸ San Bernardino County Land Use Services, Open Space Element, Accessed October 2020. <http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceCountywide.pdf>

⁹ Caltrans, Scenic Highways, Accessed October 2020. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

operation of a mobile fueler since a mobile fueler is not substantially discernable from any other vehicles that regularly transit to a facility where mobile fueling operations would occur. The proposed project is not anticipated to take place in nor have a substantial adverse effect on a scenic vista indicated in the Los Angeles County General Plan 2035, County of Orange General Plan, County of Riverside General Plan, or San Bernardino Countywide Plan. For these reasons, the proposed project would not be expected to conflict with applicable zoning or other regulations governing scenic quality.

Therefore, the use of mobile fuelers and associated equipment such as CARB certified vapor recovery systems as part of implementing the proposed project would not be expected to adversely affect a scenic vista, obstruct scenic resources within a state scenic highway, or degrade the existing visual character or quality of public views.

The requirements in the proposed project specific to conducting testing and recordkeeping would involve low-profile activities, if at all, that would be expected to blend in with routine day-to-day operations occurring within the property line of each facility where a mobile fueler is operating. Therefore, maintenance and testing, would not be expected to cause any discernable aesthetic impacts visible to outside the property lines of each facility where a mobile fueler is operating.

The proposed project does not include any components that would require mobile fueling activities to occur at night. If mobile fueling operations were to occur at night, each facility being visited by the mobile fueler would need to have sufficient existing lighting in place for safety reasons. If sufficient lighting does not exist and the facility elects to allow mobile fuelers to conduct their operations at night, the facility would need obtain approvals from the local city or county planning departments to install additional lighting. In addition, any lighting used for mobile fueling activities at night would not be expected to be substantially discernable from lighting used by existing vehicles at a facility or permanent facility night lighting used for safety and security purposes. Lighting typically faces toward the interior of each facility's property where a mobile fueler is operating so that they point downward or parallel to the ground, which has the effect of limiting the amount of lighting to what is needed to adequately illuminate the specific locations. Furthermore, during operation, additional light or glare would not be created which would adversely affect day or nighttime views at a location where a mobile fueler is operating since no light generating equipment is required to comply with the proposed project.

Conclusion

Based upon these considerations, significant adverse aesthetics impacts are not expected from implementing the proposed project. Since no significant aesthetics impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. <u>AGRICULTURE AND FORESTRY RESOURCES.</u>				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non- agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on agriculture and forest resources will be considered significant if any of the following conditions are met:

- The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.
- The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.
- The proposed project conflicts with existing zoning for, or causes rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public

Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

- The proposed project would involve changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) ~~the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

II. a), b), c), d), & e) No Impact. Pursuant to the California Land Conservation Act of 1965, a Williamson Act Contract enables private landowners to voluntarily enter into contracts with local governments for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive lower property tax assessments based upon farming and open space uses as opposed to full market value.

For each facility where a mobile fueler would visit, the immediately surrounding areas are typically not located on or near areas zoned for agricultural use, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation¹⁰. Therefore, the proposed project would not result in any construction of new buildings or other structures that would require converting farmland to non-agricultural use or conflict with zoning for agriculture use or a Williamson Act contract. The proposed project will not cause any construction activities and operational activities would be expected to occur within the confines of existing facilities where mobile fuelers would be intermittently and temporarily located; thus, the proposed project is not expected to result in converting farmland to non-agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act Control.

Under the proposed project, mobile fuelers would be intermittently and temporarily located at previously developed sites and there are no provisions or requirements in the proposed project that

¹⁰ California Department of Conservation, California Important Farmland Finder, Accessed October 2020. <https://maps.conservation.ca.gov/DLRP/CIFF/>

would lead to construction in underdeveloped areas where agricultural and forest resources are more likely to occur. Therefore, the proposed project is not expected to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)) or result in the loss of forest land or conversion of forest land to non-forest use. Consequently, the proposed project would not create any significant adverse agriculture or forestry impacts.

Conclusion

Based upon these considerations, significant adverse agriculture and forestry resources impacts are not expected from implementing the proposed project. Since no significant agriculture and forestry resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. <u>AIR QUALITY AND GREENHOUSE GAS EMISSIONS.</u> Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

To determine whether or not air quality and greenhouse gas impacts from implementing the proposed project are significant, impacts will be evaluated and compared to the criteria in Table 2-2. The proposed project will be considered to have significant adverse impacts if any one of the thresholds in Table 2-2 are equaled or exceeded.

**Table 2-2
South Coast AQMD Air Quality Significance Thresholds**

Mass Daily Thresholds ^a		
Pollutant	Construction ^b	Operation ^c
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM₁₀	150 lbs/day	150 lbs/day
PM_{2.5}	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk \geq 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas \geq 1 in 1 million) Chronic & Acute Hazard Index \geq 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants ^d		
NO₂ 1-hour average annual arithmetic mean	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM₁₀ 24-hour average annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^e & 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM_{2.5} 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^e & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
SO₂ 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99 th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu\text{g}/\text{m}^3$ (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 $\mu\text{g}/\text{m}^3$ (state) 0.15 $\mu\text{g}/\text{m}^3$ (federal)	

^a Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)

^b Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

^c For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

^d Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.

^e Ambient air quality threshold based on South Coast AQMD Rule 403.

KEY: lbs/day = pounds per day ppm = parts per million $\mu\text{g}/\text{m}^3$ = microgram per cubic meter \geq = greater than or equal to
MT/yr CO₂eq = metric tons per year of CO₂ equivalents > = greater than

Revision: April 2019

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 23) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

III. a) No Impact. The South Coast AQMD is required by law to prepare a comprehensive district-wide AQMP which includes strategies (e.g., control measures) to reduce emission levels to achieve and maintain state and federal ambient air quality standards, and to ensure that new sources of emissions are planned and operated to be consistent with the South Coast AQMD's air quality goals. The AQMP's air pollution reduction strategies include control measures which target stationary, area, mobile, and indirect sources. These control measures are based on feasible methods of attaining ambient air quality standards. Pursuant to the provisions of both the state and federal Clean Air Acts, the South Coast AQMD is also required to attain the state and federal ambient air quality standards for all criteria pollutants.

The most recent regional blueprint for how the South Coast AQMD will achieve air quality standards and healthful air is outlined in the 2016 AQMP¹¹ which contains multiple goals of promoting reductions of criteria air pollutants, greenhouse gases, and toxics.

The proposed project is not expected to obstruct or conflict with the implementation of the 2016 AQMP because minimizing VOC and TAC emissions from implementing the proposed project is in accordance with the emission reduction goals in the 2016 AQMP. Further, the purpose of the proposed project is to address a regulatory gap to establish requirements for retail mobile fuelers, establish consistent permitting requirements, clarify requirements for retail and non-retail mobile fuelers, minimize emissions of VOCs and TACs, and minimize public health impacts. Thus, implementing the proposed project would not conflict with or obstruct implementation of the applicable air quality plans.

III. b) and e) Less Than Significant Impact. While the proposed project is designed to minimize VOC and TAC emissions from mobile fuelers by establishing requirements for controls, operating, dispensing locations, testing and recordkeeping, secondary air quality impacts are expected due to

¹¹ South Coast AQMD, Final 2016 Air Quality Management Plan, March, 2017. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf>

physical activities that would occur from its implementation: dispensing gasoline and mobile fueler travel to and from various facilities.

Table 2-3 summarizes the key requirements in the proposed project that may result in secondary adverse air quality and greenhouse gas (GHG) impacts during operation. Because the proposed project does not require any construction, no secondary adverse impacts to air quality or greenhouse gases are expected during construction, and this EA is limited to the analysis of operational impacts as a result of the proposed project.

Table 2-3
Sources of Potential Secondary Adverse Air Quality and GHG Impacts
During Operation

Proposed Project Compliance Requirement with Potential Physical Effects	Operational Impacts?	Environmental topic areas potentially affected
Dispensing of Gasoline (Idling)	YES, from increased use of mobile fueler engines that idle during mobile fueling operations; risk of spillage or leak during dispensing	Air Quality and GHG Emissions, Hazards and Hazardous Materials
Mobile Fueling Location Requirements	YES, from the proximity to sensitive receptors based on physical location of mobile fueling operations at the time of dispensing gasoline	Air Quality and GHG Emissions
Driving to and From Mobile Fueling Location(s)	Yes, from increase in VMT; risk from transport of gasoline; use of diesel fuel for mobile fueler to operate	Air Quality and GHG Emissions, Energy, Hazards and Hazardous Materials, Transportation

For the purpose of conducting a worst-case CEQA analysis for the proposed project the following assumptions have been made:

Number of Operating Mobile Fuelers on Peak Day

- Based on communication with current mobile fueling operators, the South Coast AQMD expects to receive permit applications for 21 new mobile fuelers if the proposed project is approved. In order to account for activity from other mobile fueling operators under a worst case scenario, the potential mobile fueler count is doubled; therefore, 42 mobile fuelers are assumed in this analysis to operate in the South Coast AQMD on a peak day after adoption of the proposed project.

Gasoline Dispensing by Mobile Fuelers

- A single mobile fueler is assumed to dispense a full tank at one facility per day. Extrapolating a worst case fueling rate based on field observation, this equates to 1,200 gallons in 6.33 hours per day. During the dispensing of gasoline, a mobile fueler will idle as needed in order to fuel vehicles. Idling activities are assumed to occur the entire 6.33 hour duration.

Emissions Control Equipment

- All mobile fuelers would be required to be equipped with CARB-certified Phase I and Phase II vapor recovery systems or an alternative CARB-certified non-vapor recovery system subject to requirements of the proposed project.

Timing of Operation Activities

The proposed project requires owners or operators of mobile fuelers that conduct retail or non-retail operations to comply with the applicable requirements to equip each mobile fueller cargo tank with the appropriate emissions control equipment (e.g., CARB-certified Phase I and Phase II vapor recovery systems or CARB-certified non-vapor recovery component). The analysis assumes that the emissions controls for mobile fuelers would be installed prior to mobile fueller operation.

Construction Impacts

No construction activities are expected as a result of the proposed project; therefore, there are no air quality or greenhouse gas impacts from construction.

Operational Impacts

Physical activities from dispensing gasoline (throughput VOC emissions that include loading, breathing, refueling, hose permeation, and spillage losses), idling, and mobile fueller travel to and from various facilities would cause recurring operational emissions. Emissions from mobile fueller vehicle travel was estimated using EMFAC2017. Mobile fueller vehicles were approximated as medium-heavy duty diesel instate construction trucks with gross vehicle weight rating \leq 26,000 pounds. Calendar year 2021 emission rates were applied for a 30-mile trip starting from facility headquarters to a bulk terminal to potential fueling location, and ending back at a mobile fueller headquarters.

Table 2-4 summarizes the peak daily emissions associated with operation and the detailed calculations of project emissions can be found in Appendix B.

**Table 2-4
Peak Daily Operation Emissions by Pollutant (lb/day)**

Mobile Fueler Count	Operation Activity	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
1 Mobile Fueler	Throughput Emissions from Gasoline Dispensing (loading, breathing, refueling, hose permeation and spillage losses)	0.94	--	--	--	--	--
	Idling Emissions for 1 Mobile Fueler	0.01	0.44	0.30	0.00	0.00	0.00
	Travel to Conduct Fueling Operations	0.00	0.06	0.00	0.00	0.00	0.00
	Subtotal	0.95	0.49	0.31	0.00	0.00	0.00
42 Mobile Fuelers	Throughput Emissions from Gasoline Dispensing (loading, breathing, refueling, hose permeation and spillage losses)	38.58	--	--	--	--	--
	Idling Emissions for 42 Mobile Fuelers	0.31	18.30	12.74	0.03	0.00	0.00
	Travel to Conduct Fueling Operations	0.02	2.39	0.17	0.02	0.02	0.01
Overall	Total Operational Emissions	38.91	20.69	12.91	0.06	0.02	0.02
	Significance Threshold for Operation	55	55	550	150	150	55
	Significant?	NO	NO	NO	NO	NO	NO

The air quality analysis indicates that the peak daily operation emissions are below the South Coast AQMD's air quality significance thresholds for any pollutant during operation. Thus, the analysis concludes that the air quality impacts during operation are expected to be less than significant.

Further, the air quality analysis is based on the emissions from Model 2 mobile fuelers because if the proposed project is adopted, Model 3 retail mobile fuelers, which are currently operating, would be prevented from further operation and therefore emissions would be offset as a result of taking the Model 3 retail mobile fuelers out of operation in the South Coast AQMD jurisdiction. At the time of this rulemaking it is uncertain how many Model 3 retail mobile fuelers are currently operating. However, the proposed project would ensure that Model 3 retail mobile fuelers would cease operations.

Cumulatively Considerable Impacts

Based on the foregoing analysis, since criteria pollutant project-specific air quality impacts from implementing the proposed project would not be expected to exceed any of the air quality significance thresholds in Table 2-2, cumulative air quality impacts are also expected to be less than significant. South Coast AQMD cumulative air quality significance thresholds are the same as project-specific air quality significance thresholds. Therefore, potential adverse impacts from implementing the proposed project would not be "cumulatively considerable" as defined by CEQA

Guidelines Section 15064(h)(1) for air quality impacts. Per CEQA Guidelines Section 15064(h)(4), the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.

The South Coast AQMD's guidance on addressing cumulative impacts for air quality is as follows: "As Lead Agency, the South Coast AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR." "Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."¹²

This approach was upheld by the Court in *Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal. App. 4th 327, 334. The Court determined that where it can be found that a project did not exceed the South Coast AQMD's established air quality significance thresholds, the City of Chula Vista properly concluded that the project would not cause a significant environmental effect, nor result in a cumulatively considerable increase in these pollutants. The court found this determination to be consistent with CEQA Guidelines Section 15064.7, stating, "The lead agency may rely on a threshold of significance standard to determine whether a project will cause a significant environmental effect." The court found that, "Although the project will contribute additional air pollutants to an existing non-attainment area, these increases are below the significance criteria..." "Thus, we conclude that no fair argument exists that the Project will cause a significant unavoidable cumulative contribution to an air quality impact." As in *Chula Vista*, here the South Coast AQMD has demonstrated, when using accurate and appropriate data and assumptions, that the project will not exceed the established South Coast AQMD significance thresholds. See also, *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal. App. 4th 899. Here again the court upheld the South Coast AQMD's approach to utilizing the established air quality significance thresholds to determine whether the impacts of a project would be cumulatively considerable. Thus, it may be concluded that the proposed project would not contribute to a significant unavoidable cumulative air quality impact. Since no cumulatively significant air quality impacts were identified, no mitigation measures are necessary or required.

III. c) Less Than Significant Impact.

Toxic Air Contaminants (TACs) During Operation

The diesel-powered mobile fueler must idle during the dispensing of gasoline, and the emitted diesel particulate matter is considered a carcinogenic and chronic TAC. The dispensing of gasoline is also expected to release TACs which include benzene, ethyl benzene, naphthalene, methyl tertiary-butyl ether, toluene, and xylene.

¹² South Coast AQMD Cumulative Impacts Working Group White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution, August 2003, Appendix D, Cumulative Impact Analysis Requirements Pursuant to CEQA, at D-3. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>

A Health Risk Assessment (HRA) is a technical study that evaluates how toxic emissions, such as those mentioned above, are released from a facility, how they disperse throughout the community, and the potential for those toxic pollutants to impact human health. An HRA is dependent on knowing the exact distances a mobile fueler would be located in relation to a sensitive receptor, the period of time spent dispensing, period of time spent idling, et cetera. While the exact details (e.g., site location, time spent conducting dispensing operations, permit conditions, etc.) required to conduct an HRA and therefore health risk would vary from mobile fueler to mobile fueler, compliance with South Coast AQMD Rule 1401 limits a fueling operation at a specific location to a maximum health risk of one in a million for equipment not having Toxic Best Available Control Technology (T-BACT). Using worst case meteorological data, the nearest sensitive receptor distance, and a stack height of 7.5 feet for idling, a specific location would only be permitted to dispense a total of 134,500 gallons per year to be below a maximum health risk of one in a million at 0.99 in a million. However, the permitted health risk of one in a million does not include idling. The corresponding health risk from idling for this quantity of fuel is approximately 0.36 in a million. A specific location, therefore, can be estimated to have a health risk of 1.35 in a million, which is less than the air quality significance for TACs (e.g., MICR > 10 in a million) under CEQA. When the results of the HRA demonstrate that the maximum permitted risk MICR is less than 10 in a million, the acute and chronic non-cancer hazard indices (HIA and HIC, respectively) are much lower (< 0.1) than the significance threshold of 1.0. For this reason, the HIC and HIA were not calculated for this mobile fueling scenario. Thus, the proposed project is not expected to generate significant adverse air quality impacts from TACs during operation.

The analysis in Section III b) and e) concluded that the quantity of pollutants that may be generated from implementing the proposed project would be less than significant during operation. Because the emissions from all activities that may occur as part of implementing the proposed project are at less than significant levels, the emissions that may be generated from implementing the proposed project would not be substantial, regardless of whether sensitive receptors are located near or at the facilities where mobile fuelers are operating. Overall, implementation of the proposed project would minimize VOC and TAC emissions from mobile fueling operations. Therefore, the proposed project is not expected to generate significant adverse TAC impacts from operation or expose sensitive receptors to substantial pollutant concentrations. Since no significant air quality impacts were identified for TACs, no mitigation measures are necessary or required. In addition, TAC emissions are not cumulatively considerable because compliance with the proposed project ensures ~~that only a single mobile fueler would be allowed to operate at a single facility and the~~ throughput would be limited to prevent significant air quality impacts.

III. d) Less Than Significant Impact.

Odor Impacts

Odor problems depend on individual circumstances. For example, individuals can differ quite markedly from the populated average in their sensitivity to odor due to any variety of innate, chronic or acute physiological conditions. This includes olfactory adaptation or smell fatigue (i.e., continuing exposure to an odor usually results in a gradual diminution or even disappearance of the small sensation).

The proposed project does not have a construction phase and will not result in any construction activities, therefore no odors as a result of construction are expected. During operation, diesel-fueled mobile fuelers would be operated. Diesel fuel is required to have a low sulfur content (e.g., 15 ppm by weight or less) in accordance with South Coast AQMD Rule 431.2 – Sulfur Content of

Liquid Fuels¹³; thus, the fuel is expected to have minimal odor. It would be expected that sufficient dispersion of diesel emissions over distance generally occurs such that odors associated with diesel emissions may not be discernable to off-site receptors, depending on the location of the mobile fueler and its distance relative to the nearest off-site receptor during mobile fueling operations. The diesel mobile fueling trucks that would be operated on-site intermittently at an individual facility are not expected to idle long enough to generate lingering odors. The use of mobile fuelers would be intermittent and occur over a relatively short period of time; therefore, the proposed project would not be expected to generate diesel exhaust odor greater than what is already typically present at facilities where mobile fueling operations would occur. Lastly, significant odor impacts are not expected from gasoline dispensing because all mobile fuelers will be required to have Phase I or Phase II vapor recovery systems or will only fill motor vehicles equipped with ORVR, so the escape of vapors that create odors is not expected. Thus, the proposed project is not expected to create significant adverse objectionable odors during construction or operation. Since no significant air quality impacts were identified for odors, no mitigation measures for odors are necessary or required.

III. f) and g) Less Than Significant Impacts.

Greenhouse Gas (GHG) Impacts

Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of GHG emissions in the atmosphere. GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming. State law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) (Health and Safety Code Section 38505(g)). The most common GHG that results from human activity is CO₂, followed by CH₄ and N₂O.

Traditionally, GHGs and other global warming pollutants are perceived as solely global in their impacts and that increasing emissions anywhere in the world contributes to climate change anywhere in the world. A study conducted on the health impacts of CO₂ “domes” that form over urban areas cause increases in local temperatures and local criteria pollutants, which have adverse health effects¹⁴.

The analysis of GHGs is a different analysis than the analysis of criteria pollutants for the following reasons. For criteria pollutants, the significance thresholds are based on daily emissions because attainment or non-attainment is primarily based on daily exceedances of applicable ambient air quality standards. Further, several ambient air quality standards are based on relatively short-term exposure effects on human health (e.g., one-hour and eight-hour standards). Since the half-life of CO₂ is approximately 100 years, for example, the effects of GHGs occur over a longer term which

¹³ South Coast AQMD, Rule 431.2 – Sulfur Content of Liquid Fuels, September 15, 2000. <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-431-2.pdf>

¹⁴ Jacobsen, Mark Z. “Enhancement of Local Air Pollution by Urban CO₂ Domes,” Environmental Science and Technology, as describe in Stanford University press release on March 16, 2010 available at: <http://news.stanford.edu/news/2010/march/urban-carbon-domes-031610.html>.

means they affect the global climate over a relatively long timeframe. As a result, the South Coast AQMD's current position is to evaluate the effects of GHGs over a longer timeframe than a single day (i.e., annual emissions). GHG emissions are typically considered to be cumulative impacts because they contribute to global climate effects.

The proposed project does not have a construction phase and will not result in any construction activities, therefore no greenhouse gas emissions as a result of construction are expected.

The South Coast AQMD convened a "Greenhouse Gas CEQA Significance Threshold Working Group" to consider a variety of benchmarks and potential significant thresholds to evaluate GHG impacts. On December 5, 2008, the South Coast AQMD adopted an interim CEQA GHG Significance Threshold for projects where the South Coast AQMD is the lead agency (South Coast AQMD 2008). This GHG interim threshold is set at 10,000 metric tons (MT) of CO₂ equivalent emissions (CO₂eq) per year. Projects with incremental increases below this threshold will not be cumulatively considerable. GHG impacts from the implementation of the proposed project were calculated at the project-specific level during operational activities.

Table 2-5 summarizes the GHG analysis which shows that the proposed project may result in the generation of 323 MT per year of CO₂eq, which is less than the South Coast AQMD's air quality significance threshold for GHGs. Detailed calculations of project GHG emissions can be found in Appendix B.

**Table 2-5
Summary of GHG Emissions from Affected Facilities**

Mobile Fueler Count	Activity	CO₂eq Emissions (MT/yr)
1 Mobile Fueler	Fueling/Idling	4.52
	Travel	3.16
	Subtotal	7.68
42 Mobile Fuelers	Fueling/Idling	190
	Travel	133
Overall	Total	323
	Significance Threshold	10,000
	Significant?	No

Note: 1 metric ton = 2,205 pounds. GHGs from short-term construction activities are amortized over 30 years.

As shown in Table 2-5, the South Coast AQMD air quality significance threshold for GHGs would not be exceeded. For this reason, implementing the proposed project would not be expected to generate significant adverse cumulative GHG air quality impacts. Further, as noted in Section III. a), implementation of the proposed project would not be expected to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing criteria pollutants and the same is true for GHG emissions since the quantity of increased GHG emissions is at less than significant levels. Since significant air quality impacts were not identified for GHGs, no mitigation measures are necessary or required.

Conclusion

Based upon these considerations, significant air quality and GHG emissions impacts are not expected from implementing the proposed project. Since no significant air quality and GHG emissions impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES.</u>				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on biological resources will be considered significant if any of the following criteria apply:

- The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.
- The project interferes substantially with the movement of any resident or migratory wildlife species.
- The project adversely affects aquatic communities through construction or operation of the project.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

IV. a), b), c), d), e), & f) No Impact. Implementation of the proposed project is not limited to any specific facilities because mobile fueling operations may occur wherever allowed under the proposed project. Further, mobile fuelers would only intermittently visit at an existing facility that has already been developed in order to conduct fueling operations. For some fleet operators that may use mobile fuelers, mobile fueling presents an alternative to the installation and construction of site-specific fueling infrastructure. Since the use of mobile fuelers does not require construction that could disturb any existing biological resources, no disturbances to biological resources will occur as a result of the proposed project. Thus, the proposed project is not expected to adversely affect in any way habitats that support riparian habitat, federally protected wetlands, or migratory corridors. Similarly, special status plants, animals, or natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service are not expected to be found on or in close proximity to facilities where mobile fueling operations would occur. Therefore, the proposed project would have no direct or indirect impacts that could adversely affect plant or animal species or the habitats on which they rely. The proposed project does not require the acquisition of additional land or further conversions of riparian habitats or sensitive natural communities where endangered or sensitive species may be found. In addition, since no construction from the implementation of the proposed would occur at any existing facilities where mobile fueling operations take place, no impacts to wetlands or the path of migratory species is expected.

The facilities where mobile fueling operations would occur are located throughout Los Angeles, Orange, San Bernardino, and Riverside counties. According to the California Department of Fish and Wildlife, Natural Community Conservation Plans (NCCP) Summaries,¹⁵ and the U.S. Department of Fish and Wildlife list of Habitat Conservation Plans (HCP)¹⁶, there is a NCCP for Los Angeles County (e.g., City of Rancho Palos Verdes NCCP/HCP) whereas Orange County, San Bernardino County, and Riverside County all have NCCPs and HCPs (e.g., County of Orange Central/Coastal Subregion NCCP/HCP, the Orange County Transportation Authority NCCP/HCP, the San Bernardino County Town of Apple Valley Multi-Species Conservation Plan NCCP/HCP, the Riverside County Western Riverside County Multiple Species NCCP/HCP, and the Coachella Valley Multiple Species NCCP/HCP). Nonetheless, because the proposed project does not contain any requirements that would involve facility modifications or require divisions in any existing communities, and since compliance with the proposed project would occur with mobile fuelers located intermittently for fueling operations at existing facilities that are located in previously disturbed areas, none of the mobile fueling owners or operators are subject to a HCP or NCCP. Thus, the proposed project would not be expected to conflict with any adopted HCP, NCCP, or any other relevant habitat conservation plan, and would not create divisions in any existing communities. The proposed project is also not expected to conflict with local policies or ordinances protecting biological resources or local, regional, or state conservation plans, because land use and other planning considerations are determined by local governments and no land use or planning requirements would be altered by implementation of the proposed project.

Conclusion

Based upon these considerations, significant biological resource impacts are not expected from implementing the proposed project. Since no significant biological resource impacts were identified, no mitigation measures are necessary or required.

¹⁵ California Department of Fish and Wildlife, NCCP Plan Summaries, Accessed October 2020. <https://wildlife.ca.gov/conservation/planning/nccp/plans>.

¹⁶ U.S. Fish and Wildlife Service, Habitat Conservation Plans, Accessed October 2021. <https://ecos.fws.gov/ecp/report/conservation-plans-region-summary?region=8&type=HCP>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
V. <u>CULTURAL AND TRIBAL CULTURAL RESOURCES.</u>				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074, as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is either:				
• Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c)? (In applying the criteria set forth in Public Resources Code Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to cultural resources will be considered significant if:

- The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance, or tribal cultural significance to a community or ethnic or social group or a California Native American tribe.
- Unique resources or objects with cultural value to a California Native American tribe are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and ~~3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture~~ CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

V. a) No Impact. There are existing laws in place that are designed to protect and mitigate potential impacts to cultural resources. For example, CEQA Guidelines state that generally, a resource shall be considered “historically significant” if the resource meets the criteria for listing in the California Register of Historical Resources, which include the following:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic values;
- Has yielded or may likely to yield information important in prehistory or history (CEQA Guidelines Section 15064.5).

Buildings, structures, and other potential culturally significant resources that are less than 50 years old are generally excluded from listing in the National Register of Historic Places, unless they are shown to be exceptionally important. No buildings or structures will be affected by the proposed project since the proposed project does not include any requirements or provisions that would require construction and operation of mobile fuelers would occur at facilities that are mainly used for industrial or commercial purposes and would generally not be considered to be historically

significant, since they would not have any of the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values. In the unlikely event that fueling were to occur at a historically significant building or resource, mobile fueling activities would occur where vehicles are parked and not interference with the cultural or historic nature of the site or resource. Therefore, the proposed project is not expected to cause any impacts to significant historic cultural resources.

V. b), c), & d) No Impact. No construction-related activities are expected to occur as a result of the proposed project and mobile fuelers would be confined to operate within existing industrial or commercial facilities. Thus, the proposed project is not expected to require physical changes to the environment which may disturb paleontological or archaeological resources. Furthermore, it is envisioned that the areas where a mobile fueler would operate are already either devoid of significant cultural resources or located in an area whose cultural resources have been previously disturbed. Therefore, the proposed project has no potential to cause a substantial adverse change to a historical or archaeological resource, directly or indirectly to destroy a unique paleontological resource or site or unique geologic feature, or to disturb any human remains, including those interred outside formal cemeteries. Implementing the proposed project is, therefore, not anticipated to result in any activities or promote any programs that could have a significant adverse impact on cultural resources.

The proposed project is not expected to require physical changes to a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. Furthermore, the proposed project is not expected to result in a physical change to a resource determined to be eligible for inclusion or listed in the California Register of Historical Resources or included in a local register of historical resources. Similarly, the proposed project is not expected to result in a physical change to a resource determined by the South Coast AQMD to be significant to any tribe. For these reasons, the proposed project is not expected to cause any substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074.

As part of releasing this CEQA document for public review and comment, the South Coast AQMD also provided a formal notice of the proposed project to all California Native American Tribes (Tribes) that requested to be on the Native American Heritage Commission's (NAHC) notification list per Public Resources Code Section 21080.3.1(b)(1). The NAHC notification list provides a 30-day period during which a Tribe may respond to the formal notice in writing requesting consultation on the proposed project.

In the event that a Tribe submits a written request for consultation during this 30-day period, the South Coast AQMD will initiate a consultation with the Tribe within 30 days of receiving the request in accordance with Public Resources Code Section 21080.3.1(b). Consultation ends when either: 1) both parties agree to measures to avoid or mitigate a significant effect on a Tribal Cultural Resource and agreed upon mitigation measures shall be recommended for inclusion in the environmental document [see Public Resources Code Section 21082.3(a)]; or, 2) either party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached [see Public Resources Code Section 21080.3.2(b)(1)-(2) and Section 21080.3.1(b)(1)].

Conclusion

Based upon these considerations, significant adverse cultural and tribal cultural resources impacts are not expected from implementing the proposed project. Since no significant cultural and tribal cultural resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Conflict with or obstruct adopted energy conservation plans, a state or local plan for renewable energy, or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the need for new or substantially altered power or natural gas utility systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Require or result in the relocation or construction of new or expanded electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to energy resources will be considered significant if any of the following criteria are met:

- The project conflicts with adopted energy conservation plans or standards.
- The project results in substantial depletion of existing energy resource supplies.
- An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities.
- The project uses energy resources in a wasteful and/or inefficient manner.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

VI. a), e), f), & g) No Impact. The proposed project is not expected to conflict with any adopted energy conservation plans or violate any energy conservation standards because existing facilities where mobile fuelers would intermittently be located are expected to continue implementing any existing energy conservation plans that are currently in place regardless of whether the proposed project is implemented. The effects of implementing the proposed project would apply to owners or operators of mobile fuelers. The proposed project does not contain requirements or provisions that would result in the construction of new facilities. Mobile fuelers operate by using diesel fuel and would not need any external energy resources in order to conduct fueling operations; and therefore, mobile fuelers would not be using non-renewable resources in a wasteful manner. For these reasons, the proposed project is not expected to conflict with energy conservation plans or existing energy standards, or use non-renewable resources in a wasteful manner.

VI. b), c), & d) Less Than Significant Impact. Implementation of the proposed project would result in the use of emission control equipment (e.g., CARB-certified vapor recovery systems) for mobile fueling equipment as well as testing and monitoring equipment on mobile fueling vehicles and fueling apparatuses. To operate mobile fuelers, the use of energy in terms of diesel fuel would be needed. To conduct testing and maintenance of mobile fuelers the use of energy in terms of gasoline fuel for on-road passenger vehicles and light-, medium- and heavy duty trucks would be needed. The projected increased fuel demands that may result from the proposed project are discussed below.

Implementation of the proposed project would not require utilities to provide additional electricity to the facilities where mobile fuelers intermittently operate and would not substantially alter their power systems because no external energy sources would be needed to operate mobile fuelers and fuel would be provided from existing supplies. Further, since natural gas would not be needed to implement any of the physical changes that may occur as part of implementing the proposed project, no change to existing natural gas supplies and usage would be expected to occur. In addition, because the proposed project would not require new facilities to be constructed and because no new energy demand would occur from existing power systems, implementation the

proposed project would not result in the relocation or construction of new or expanded electric power, natural gas or telecommunication facilities.

Fuel Usage during Construction

The proposed project would not result in any construction activities and therefore no significant adverse impact on fuel supplies would be expected during construction.

Fuel Usage during Operation

Mobile fuelers would need to drive to each facility in order to conduct fueling operations. Once at a facility a mobile fueler would use diesel fuel in order to provide power to conduct fueling operations. Further, the analysis assumes that testing and maintenance activities would be conducted at the mobile fueler home base with the existing workforce and therefore would not generate the need for additional gasoline-fueled passenger vehicles or diesel-fueled trucks in excess of the existing setting.

A fuel usage analysis is dependent on knowing the exact distances a mobile fueler would travel to reach a facility for dispensing fuel, the type of engine used by the mobile fueler, type of fuel used, time spent idling during fueling operations, et cetera. The analysis in this EA assumes that a mobile fueler will drive approximately 30 miles per fueling location and the mobile fueler relies on diesel fuel and the gasoline-powered vehicles receiving fuel would no longer drive 0.1 mile to a stationary gas station for a fill-up.

To conduct a worst-case analysis for the fuel usage associated with diesel-fueled mobile fueling trucks an average fuel economy of 6.6 miles per gallon was assumed. The projected increase in diesel fuel demand during operation is presented in Table 2-6.

Table 2-6
Annual Total Projected Fuel Usage for Operation Activities

	Diesel	Gasoline
Projected Operational Energy Use (gal/yr)^a	69,682	0
Year 2017 South Coast AQMD Jurisdiction Estimated Fuel Demand (gal/yr)^b	775,000,000	7,086,000,000
Total Increase Above Baseline	0.009%	0%
Significance Threshold	1%	1%
Significant?	No	No

Notes:

- Estimated peak fuel usage from operation activities. Diesel usage estimates are based on worst case mobile fueler trip length of 30 miles that includes three trip segments: 1) mobile fueler from origin point to fuel depot; 2) mobile fueler from fuel depot to facility; and 3) mobile fueler from facility to origin point. Gasoline usage is estimated to be zero since there are no worker vehicles associated with the proposed project.
- Implementation of the proposed project is expected to result in a corresponding reduction in gasoline by motor vehicles that would have been used to travel approximately 0.1 miles to reach a stationary gas station. However, the amount of gasoline reduced has not been calculated because South Coast AQMD staff cannot speculate on the number and type of vehicles (since the fuel economy widely varies from vehicles to vehicle) that will actually get gasoline filled by a mobile fueler.

While gasoline-powered passenger vehicles are the intended customer of the mobile fuelers, the proposed project does not rely on passenger vehicles to deliver gasoline. The projected increased use of diesel fuel as a result of implementing the proposed project are well below the South Coast AQMD significance threshold for fuel supply. Thus, no significant adverse impact on fuel supplies would be expected during operation.

Based on the foregoing analyses, the construction and operation-related activities associated with the implementation of the proposed project would not use energy in a wasteful manner and would not result in substantial depletion of existing energy resource supplies, create a significant demand of energy when compared to existing supplies. Thus, there are no significant adverse energy impacts associated with the implementation of the proposed project.

Conclusion

Based upon these considerations, significant adverse energy impacts are not expected from implementing the proposed project. Since no significant energy impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on the geological environment will be considered significant if any of the following criteria apply:

- Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction or over covering of large amounts of soil.
- Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.
- Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.
- Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.
- Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.
- Unique paleontological resources or sites or unique geologic features are present that could be directly or indirectly destroyed by the proposed project.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

VII. a), b), c), d), e), f) No Impact. The proposed project would not result in any construction activities at any existing facility where a mobile fueler is expected to intermittently operate. In general, existing facilities where mobile fueling would occur are located in already developed industrial or commercial settings. Further, the proposed project does not cause or require any new facilities to be constructed and no construction activities are expected to occur, and no facility will need to make any physical modifications to comply with the proposed project. Therefore, the proposed project is not expected to adversely affect geophysical conditions in the South Coast AQMD.

Southern California is an area of known seismic activity. As part of the issuance of building permits, local jurisdictions are responsible for assuring that the Uniform Building Code is adhered

to and can conduct inspections to ensure compliance. The Uniform Building code is considered to be a standard safeguard against major structural failures and loss of life. The basic formulas used for the Uniform Building Code seismic design require determination of the seismic zone and site coefficient, which represents the foundation condition at the site. The Uniform Building Code requirements also consider liquefaction potential and establish stringent requirements for building foundations in areas potentially subject to liquefaction. The proposed project will not result in the modification of existing structures at existing facilities where mobile fuelers would be intermittently located and therefore no requirements or provisions included in the proposed project would result in a need to conform to the Uniform Building Code or any other state and local building codes. Structures must be designed to comply with the Uniform Building Code Zone 4 requirements if they are located in a seismically active area. The Uniform Building Code is considered to be a standard safeguard against major structural failures and loss of life. Thus, the proposed project would not alter the exposure of people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or other natural hazards. As a result, substantial exposure of people or structures to the risk of loss, injury, or death involving the rupture of an earthquake fault, seismic ground shaking, ground failure or landslides is not anticipated.

The proposed project will not result in any physical modifications to existing facilities or construction activities. Physical modifications as a result of the proposed project are limited to mobile fuelers and mobile fueling equipment. Because there is no construction as a result of the proposed project no grading activities or erosion from grading activities will occur. For this reason, no unstable earth conditions or changes in geologic substructures are expected to result from implementing the proposed project and therefore, no impacts to the loss of topsoil or soil erosion will occur. Further, soil at existing facilities where mobile fuelers are expected to intermittently operate will not be affected by the proposed project and therefore will not be made further susceptible to expansion or liquefaction. The proposed project will not create any new conditions that would cause subsidence landslides, or alter unique geologic features at any of the locations where a mobile fueler would intermittently operate. Thus, the proposed project would not be expected to increase or exacerbate any existing risks associated with soils at any facility where a mobile fueler intermittently operates. Implementation of the proposed project would not involve re-locating facilities on a geologic unit or soil that is unstable or that would become unstable as a result of the project; therefore, it would not be expected to potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. No impacts are anticipated.

The proposed project would not require the installation of septic tanks or other alternative wastewater disposal systems since any facility where a mobile fueler would intermittently operate would be expected to have an existing sanitary system that is connected to the local sewer system. Therefore, no persons or property would be exposed to new impacts related to expansive soils or soils incapable of supporting water disposal. Thus, the implementation of the proposed project would not adversely affect soils associated with the installation of a new septic system or alternative wastewater disposal system or modification of an existing sewer.

The proposed project does not cause or require the construction of any new facilities. No previously undisturbed land that may contain a unique paleontological resource or site or unique geological feature would be affected. Therefore, the proposed project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

Conclusion

Based upon these considerations, significant adverse geology and soils impacts are not expected from the implementation of the proposed project. Since no significant geology and soils impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Significantly increased fire hazard in areas with flammable materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

Impacts associated with hazards will be considered significant if any of the following occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

VIII. a), b), & c) Less than Significant Impact. Hazardous material is defined in the Health and Safety Code (HSC) Section 25501 as follows:

Hazardous material means any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

Hazardous materials typically include but are not limited to hazardous substances, hazardous waste, or any material which a handler has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

The types of materials and wastes considered hazardous are hazardous chemicals (e.g., toxic, ignitable, corrosive, and reactive materials). The characteristics of toxicity, ignitability, corrosivity, and reactivity are defined in California Code of Regulations (CCR), Title 22 Section 66261.20 – 66261.24 and are summarized below:

Toxic Substances: Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation, or other adverse health effects if human exposure exceeds certain levels. The levels depend on the substances involved and are chemical-specific. Carcinogens, substances that can cause cancer, are a special class of toxic substances. Examples of toxic substances include benzene which is a component of gasoline and a known carcinogen.

Ignitable Substances: Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.

Corrosive Materials: Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).

Reactive Materials: Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

Examples of hazardous materials which would be used during operation of the proposed project are petroleum-based products such as vehicle fuels (gasoline and diesel) and lubricating oils that could be used during maintenance activities associated with maintaining mobile fuelers. Currently, hazardous materials are transported throughout the South Coast AQMD jurisdiction by various modes including rail, highway, water, air, and pipeline. Hazard concerns are related to the potential for fires, explosions, or the release of hazardous materials and substances in the event of an accident or upset conditions. For the proposed project, gasoline fuel will be transferred into a tank affixed to a mobile fueling truck and transported to facilities located throughout the South Coast AQMD jurisdiction where it will be dispensed to other vehicles.

A number of physical or chemical properties may cause a substance to be hazardous. With respect to determining whether a material is hazardous, the Safety Data Sheet (SDS) for each specific material should be consulted for the National Fire Protection Association (NFPA) 704 hazard rating system (i.e. NFPA 704). NFPA 704 is a “standard (that) provides a simple, readily recognized, easily understood system for identifying the specific hazards of a material and the severity of the hazard that would occur during an emergency response. The system addresses the health, flammability, instability, and special hazards presented from short-term, acute exposures that could occur as a result of a fire, spill, or similar emergency¹⁷.” In addition, the hazard ratings per NFPA 704 are used by emergency personnel to quickly and easily identify the risks posed by nearby hazardous materials in order to help determine what, if any, specialty equipment should be used, procedures followed, or precautions taken during the first moments of an emergency response. The scale is divided into four color-coded categories, with blue indicating level of health hazard, red indicating the flammability hazard, yellow indicating the chemical reactivity, and white containing special codes for unique hazards such as corrosivity and radioactivity. Each hazard category is rated on a scale from 0 (no hazard; normal substance) to 4 (extreme risk).

¹⁷ National Fire Protection Association, FAQ for Standard 704. https://www.nfpa.org/assets/files/aboutthecodes/704/704_faqs.pdf

No construction activities will occur as a result of the proposed project and therefore no hazardous materials associated with construction will be used. Further, because the proposed project will not involve any construction no hazardous materials will be use, stored, or transported as a result of construction activities.

Implementation of the proposed project may result in hazards and hazardous materials operational impacts due to the use and transport of gasoline and diesel fuel. The use of diesel fueled trucks to transport gasoline fuel for dispensing at a facility could result in a reasonably foreseeable accident or upset conditions that could involve the release of these hazardous materials into the environment. Exposure of the public or the environment to hazardous materials could occur through but not limited to the following means: improper handling or use of hazardous materials, particularly by untrained personnel; transportation accident; and/or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material present, and the proximity of sensitive receptors.

However, owners and operators of mobile fuelers must comply or continue to comply with various regulations including Occupational Safety and Health Administration (OSHA) regulations (29 Code of Federal Regulations (CFR) Part 1910) that require the preparation of a fire prevention plan, and 20 CFR Part 1910 and CCR Title 8 that require prevention programs to protect workers who handle toxic, flammable, reactive, or explosive materials. In addition, Section 112 (r) of the CAA Amendments of 1990 [42 United States Code (USC) 7401 et. seq.] and Article 2, Chapter 6.95 of the California HSC require facilities that handle listed regulated substances to develop Risk Management Programs (RMPs) to prevent accidental releases of these substances. If any of the facilities where mobile fuelers would intermittently operate prepared an RMP, it may need to be revised to incorporate any changes that may be associated with the proposed project. The Hazardous Materials Transportation Act is the federal legislation that regulates transportation of hazardous materials.

The use and transport of hazardous materials as a result of the proposed project would be governed by existing regulations of several agencies, including the U.S. EPA, US Department of Transportation, the California Regional Water Quality Control Board, California Division of Occupational Safety and Health, and local or regional environmental health departments and fire departments. Strict adherence to all local and regional emergency response plan requirements would also be required per Health and Safety Code Section 25506. Additionally, mobile fueler owners, operators, and handlers would be required to comply with International Fire Code Section 5707 – On-Demand Mobile Fueling Operations, if implemented by the local fire authority, which would provide ~~an~~ additional regulatory procedures for spill prevention and control in the event of a spill (e.g., mobile fuelers would be required to keep a spill kit available). Furthermore, mobile fueler owners or operators would be required to provide workers with training on the safe use, handling, and dispensing of gasoline and would maintain equipment and supplies for containing and cleaning up spills of gasoline during fueling operations.

When mobile fueling handlers of gasoline fuel comply with the existing regulations and recommended safety procedures, hazards impacts as a result of the proposed project are expected to be the same or less than those of operations from a stationary gas station or transport of gasoline fuel using tanker trucks that already operate and have a greater carrying capacity than mobile fueling trucks.

The accidental release of gasoline fuel from transport and use is a localized event (i.e., the release of gasoline fuel would only affect the receptors that are within the immediate area). The accidental release from transport would also be temporally limited because transport of gasoline fuel is not likely to be made at the same time at the same facility. Based on these limitations, it is assumed that an accidental release would be limited to a single mobile fueling tanker in transit or single mobile fueler conducting fueling operations (e.g., dispensing gasoline to vehicles) at facility at a time.

A hazard analysis is dependent on knowing the exact location of a potential spill (e.g., meteorological conditions, location of the receptor, et cetera,). A site-specific or accidental transportation release scenario hazard analysis is difficult to conduct without this information. Predicting when, where, and to what extent a mobile fueler could potentially result in a spill, leaking, or other gasoline tank containment failure without firm evidence based on facts to support the analysis would require an engagement in speculation or conjecture that is inappropriate for this EA.

Accordingly, the potential impacts associated with a mobile fueler transportation accident or mobile fueler tank rupture in this EA are generally based on the assumption that mobile fuelers would comply with all applicable state, federal, and local regulations so that should failure of a mobile fueler gasoline tank occur, the release would not significantly affect the public, thus minimizing the potential impacts associated with the operation of mobile fuelers. Further, mobile fuelers are typically equipped with safety devices and equipment to reduce impacts should a rupture of the mobile fueling tank occur during transit. Because of these safety features and adherence to existing regulations significant hazards that would affect sensitive receptors, or could occur due to an accident during use and transport, are not expected to occur.

For the reasons described above, impacts to the public or environment through the continued routine operations of mobile fuelers at facilities located throughout the South Coast AQMD jurisdiction are expected to be less than significant.

VIII. d) No Impact. Government Code Section 65962.5 refers to hazardous waste handling practices at facilities subject to the Resources Conservation and Recovery Act (RCRA). The proposed project does not have any requirements that would affect sites that are identified on lists of California Department of Toxic Substances Control hazardous waste facilities per Government Code Section 65962.5. Further, the proposed project is not site specific and does not apply to any existing facilities. Implementation of the proposed project would minimize the exposure to VOC and TAC emissions from mobile fueling operations and in turn, minimize public health impacts by establishing requirements (e.g., maintenance and testing) for mobile fueler operations. The proposed project is not expected to interfere with existing hazardous waste management programs since mobile fueling operations would not affect the handling of hazardous waste at any of facilities where they operate. Facilities where mobile fuelers intermittently operate would be expected to continue to manage any and all hazardous materials and hazardous waste, in accordance with applicable federal, state, and local rules and regulations. Therefore, compliance the proposed project would not create a new significant hazard to the public or environment.

VIII. e) Less Than Significant. Federal Aviation Administration regulation, 14 CFR Part 77 – Safe, Efficient Use and Preservation of the Navigable Airspace, provide information regarding the types of projects that may affect navigable airspace. Projects may adversely affect navigable airspace if they involve construction or alteration of structures greater than 200 feet above ground

level within a specified distance from the nearest runway or objects within 20,000 feet of an airport or seaplane base with at least one runway more than 3,200 feet in length and the object would exceed a slope of 100:1 horizontally (100 feet horizontally for each one foot vertically from the nearest point of the runway).

No construction is expected to occur as a result of the proposed project and the proposed project does not contain and requirements that would result in construction at any facilities. Therefore, implementation of the proposed project is not expected to increase or create any new safety hazards to peoples working or residing in the vicinity of public/private airports.

Further, the proposed project does not require or prohibit the use of a mobile fueler within an airport or in the immediate vicinity of an airport. However, it should be noted that airports typically operate with other hazardous materials onsite such as jet fuel and the operation of a mobile fueler will not create a new safety hazard for people residing near an airport or working at an airport, nor would the operation of a mobile fueler affect or interfere with an airport land use plan, if such a plan has been adopted.

VIII. f) No Impact. Health and Safety Code Section 25506 specifically requires all businesses handling hazardous materials to submit a business emergency response plan to assist local administering agencies in the emergency release or threatened release of a hazardous material. Business emergency response plans generally require the following:

- Identification of individuals who are responsible for various actions, including reporting, assisting emergency response personnel and establishing an emergency response team;
- Procedures to notify the administering agency, the appropriate local emergency rescue personnel, and the California Office of Emergency Services;
- Procedures to mitigate a release or threatened release to minimize any potential harm or damage to persons, property or the environment;
- Procedures to notify the necessary persons who can respond to an emergency within the facility;
- Details of evacuation plans and procedures;
- Descriptions of the emergency equipment available in the facility;
- Identification of local emergency medical assistance; and,
- Training (initial and refresher) programs for employees in:
 1. The safe handling of hazardous materials used by the business;
 2. Methods of working with the local public emergency response agencies;
 3. The use of emergency response resources under control of the handler;
 4. Other procedures and resources that will increase public safety and prevent or mitigate a release of hazardous materials.

In general, every county or city and all facilities using a minimum amount of hazardous materials are required to formulate detailed contingency plans to eliminate, or at least minimize, the

possibility and effect of fires, explosion, or spills. In conjunction with the California Office of Emergency Services, local jurisdictions have enacted ordinances that set standards for area and business emergency response plans. These requirements include immediate notification, mitigation of an actual or threatened release of a hazardous material, and evacuation of the emergency area.

Emergency response plans are typically prepared in coordination with the local city or county emergency plans to ensure the safety of not only the public (surrounding local communities), but the facility employees as well. The proposed project would not impair the implementation of, or physically interfere with any adopted emergency response plans or emergency evacuation plans that may be in place at existing facilities. No physical modifications are required in order to comply with the proposed project and therefore no updates to existing emergency response plans for any facility where a mobile fueler would intermittently operate are necessary. However, if a facility modifies their emergency response plan to reflect operation of a mobile fueler, such modifications would not create any environmental impacts. Therefore, the proposed project is not expected to impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

VIII. g) Less Than Significant Impact. The Uniform Fire Code and Uniform Building Code set standards intended to minimize risks from flammable or otherwise hazardous materials. Local jurisdictions are required to adopt the uniform codes or comparable regulations. Local fire agencies require permits for the use or storage of hazardous materials and permit modifications for proposed increases in their use. Permit conditions depend on the type and quantity of the hazardous materials at a facility. Permit conditions may include, but are not limited to, specifications for sprinkler systems, electrical systems, ventilation, and containment. The fire departments make annual business inspections to ensure compliance with permit conditions and other appropriate regulations. Further, businesses are required to report increases in the storage or use of flammable and otherwise hazardous materials to local fire departments. Local fire departments ensure that adequate permit conditions are in place to protect against the potential risk of upset. The proposed project would not change the existing requirements and permit conditions for the proper handling of flammable materials. Further, owners or operators of mobile fuelers would be required to obtain an permit approval from a local fire agency or documentation that approval is not required by the local fire agency prior to operating at a dispensing location. In addition, the National Fire Protection Association has special designations for deflagrations (e.g., explosion prevention) when using materials that may be explosive. Therefore, operators of mobile fuelers are expected to comply with National Fire Protection requirements for explosion control.

Conclusion

Based upon these considerations, significant adverse hazards and hazardous materials impacts are not expected from implementing the proposed project. Since no significant hazards and hazardous materials impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY.</u> Would the project:				
a) Violate any water quality standards, waste discharge requirements, or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
• Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, facilities or new storm water drainage facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Potential impacts on water resources will be considered significant if any of the following criteria apply:

Water Demand:

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use more than 262,820 gallons per day of potable water.
- The project increases demand for total water by more than five million gallons per day.

Water Quality:

- The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.
- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.
- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.

- The project results in alterations to the course or flow of floodwaters.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and ~~3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture~~ CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

IX. a), b), e), f), g), & h) No Impact. The proposed project does not contain any requirements that would utilize water during construction or operation and as such, no wastewater would be expected to be generated and no increase in water demand is expected. Since no wastewater is generated and no increase in water demand is created from the proposed project, the proposed project would not be expected to: 1) violate any water quality standards, waste discharge requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade surface or ground water quality; 2) require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, facilities or new storm water drainage facilities; 3) substantially decrease groundwater supplies or interfere substantially with groundwater recharge or impede sustainable groundwater management of the basin; 4) conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; 5) impact the water supply available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; and 6) give cause for the wastewater treatment provider to question or evaluate whether adequate wastewater capacity exists in addition to the provider's existing commitments. Additionally, mobile fueler owners, operators, and handlers would be required to comply with International Fire Code Section 5707 – On-Demand Mobile Fueling Operations, if implemented by the local fire authority, which would provide an additional regulatory procedures for spill prevention and control in the event of a spill (e.g., mobile fuelers would be required to keep a spill kit available).

Conclusion

Based upon these considerations, significant adverse hydrology and water quality impacts are not expected from implementing the proposed project. Since no significant hydrology and water quality impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. <u>LAND USE AND PLANNING.</u>				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Land use and planning impacts will be considered significant if the project conflicts with the land use and zoning designations established by local jurisdictions.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

X. a) & b) No Impact. The proposed project does not require the construction of new facilities, and the physical effects that would result from the proposed project would occur at existing facilities where mobile fuelers are temporality located in commercial and industrial areas and would not occur within the public right of way. Further, any physical effects that may occur as a result of the proposed project are limited to mobile fuelers and their operations. For this reason, implementation of the proposed project is not expected to physically divide an established community. Therefore, no impacts are anticipated.

Further, land use and other planning considerations are determined by local governments and the proposed project does not alter any land use or planning requirements. Compliance with the proposed project would apply to owners or operators of mobile fuelers whose operations would be intermittent (limited by permit requirements specific to each mobile fueler owner or operator) within the boundary of existing facilities. Thus, the proposed project would not be expected to affect or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Conclusion

Based upon these considerations, significant adverse land use and planning impacts are not expected from implementing the proposed project. Since no significant land use and planning impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. <u>MINERAL RESOURCES.</u> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on mineral resources will be considered significant if any of the following conditions are met:

- The project would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- The proposed project results in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XI. a) & b) No Impact. There are no provisions in the proposed project that would result in the loss of availability of a known mineral resource of value to the region and the residents of the state,

or of a locally-important mineral resource recovery site delineated on a local general plan, specific plant or other land use plan. Some examples of mineral resources are gravel, asphalt, bauxite, and gypsum, which are commonly used for construction activities or industrial processes. Implementation of the proposed project would result in owners or operators of mobile fuelers to comply with the emission control equipment requirements in the proposed project, and require owners or operators to conduct maintenance, testing, and recordkeeping; all of which have no effect on the use of minerals, such as those described above. Therefore, no new demand on mineral resources is expected to occur and significant adverse mineral resources impacts from implementing the proposed project are not anticipated.

Conclusion

Based upon these considerations, significant adverse mineral resource impacts are not expected from implementing the proposed project. Since no significant mineral resource impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Noise impact will be considered significant if:

- Construction noise levels exceed the local noise ordinances or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers.
- The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and ~~3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture~~ CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control

equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XII. a), b), c) No Impact. The facilities where mobile fuelers are expected to intermittently operate are located in urbanized previously developed commercial and industrial areas. The existing noise environment at each of the facilities is typically dominated by noise from existing equipment on-site, vehicular traffic around the facilities, and trucks entering and existing facility premises. Further, none of the facilities where mobile fuelers are expected to intermittently operate will need to make any physical modification during operation and no construction activities are expected as a result of the proposed project. Since the facilities where mobile fuelers are expected to intermittently operate are located in commercial and industrial areas, which have a higher background noise level when compared to other areas, the noise generated during operation, if any, would likely be indistinguishable from the background noise levels at the property line. Further, Occupational Safety and Health Administration (OSHA) and California-OSHA have established noise standards to protect worker health outdoors. Furthermore, compliance with local noise ordinances would be required. No noise increases are expected.

Information on where mobile fuelers would operate is uncertain at this point in time, and it would be speculative to predict or forecast the precise location of mobile fueling operations on a facility-by-facility basis. Predicting where mobile fuelers would operate without firm evidence based on facts to support the analysis would require an engagement in speculation or conjecture that is inappropriate for this EA. Therefore, It is speculative to determine where mobile fuelers would operate and if those operations would occur within two miles of an airport. The existing noise environment at any facility where mobile fuelers would intermittently operate is dominated by noise from existing equipment on-site, vehicular traffic around the facilities, and trucks entering and exiting facility premises. Thus, any new noise as a result of the proposed project would be indistinguishable from the background levels at the property line. Thus, the proposed project is not expected to expose persons residing or working within two miles of a public airport or private airstrip to excessive noise levels.

Conclusion

Based upon these considerations, significant adverse noise impacts are not expected from the implementing the proposed project. Since no significant noise impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING.				
Would the project:				
a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts of the proposed project on population and housing will be considered significant if the following criteria are exceeded:

- The demand for temporary or permanent housing exceeds the existing supply.
- The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) ~~the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XIII. a) No Impact. No construction activities are expected as a result of implementing the proposed project and therefore the proposed project does not contain any requirements that are expected to involve the relocation of individuals, require new housing or commercial facilities, or change the distribution of the population. Only a few workers per mobile fueler may be needed to comply with the proposed project and these workers can be supplied from the existing labor pool in the local Southern California area. Maintenance activities resulting from the proposed project

would also not be expected to result in the need for a substantial number of additional employees because mobile fueling owners or operators have existing personnel that already conduct maintenance on mobile fuelers. It is possible that new employees may be needed to operate new mobile fuelers as mobile fueling operations expand however the proposed project does not include requirements that would result in an increase in mobile fueling operations. In the event that new employees are hired for mobile fueling operations, those new employees would be strictly a business decision. Regardless of implementing the proposed project, human population within the jurisdiction of the South Coast AQMD is expected to stay about the same. As such, the proposed project is not anticipated to not result in changes in population densities, population distribution, or induce significant growth in population.

XIII. b) No Impact. The proposed project would not result in construction activities. Maintenance and testing requirements would not be expected to substantially alter existing mobile fueller operations. Consequently, the proposed project is not expected to result in the creation of any industry that would affect population growth, directly or indirectly induce the construction of single- or multiple-family units, or require the displacement of persons or housing elsewhere within the South Coast AQMD's jurisdiction.

Conclusion

Based upon these considerations, significant adverse population and housing impacts are not expected from implementing the proposed project. Since no significant population and housing impacts were identified, no mitigation measures are necessary or required.

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

- | | | | | |
|-----------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Significance Criteria

Impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time, or other performance objectives.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) ~~the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XIV. a) & b) No Impact. Implementation of the proposed project does not require any construction activities. Prior to operation mobile fuelers would be required to obtain an approvals or a written statement that approval is not required from the appropriate fire protection authority. While the proposed project requires the use of air pollution control equipment which would minimize emissions of VOCs and TACs from mobile fueling operations, the proposed project does not require the new use or handling of hazardous materials. As such, no new special circumstances with handling sensitive materials during operation would be expected. For these reasons, new safety hazards are not expected to occur during operation, and implementation of the proposed project is not expected to substantially alter or increase the need or demand for additional public services (e.g., fire and police departments and related emergency services, etc.) above current levels. No significant impact to these existing services is anticipated.

XIV. c), d), & e) No Impact. As explained in Section XIII. a), the proposed project is not anticipated to generate any significant effects, either direct or indirect, on the population or population distribution within South Coast AQMD's jurisdiction as no additional workers are anticipated to be required for compliance. Because the proposed project is not expected to induce substantial population growth in any way, and because the local labor pool (e.g., workforce) would remain the same since the proposed project would not trigger changes to current usage practices, no additional schools would need to be constructed. Each mobile fueling owner or operator would be required to install air pollution control equipment and trained personnel may be needed in order to maintain the new equipment, however an increase in the labor force is not expected. As such, no corresponding impacts to local schools or parks would occur, and there would be no corresponding need for new or physically altered public facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, no impacts would be expected to schools, parks or other public facilities.

Conclusion

Based upon these considerations, significant adverse public services impacts are not expected from implementing the proposed project. Since no significant public services impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment or recreational services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to recreation will be considered significant if:

- The project results in an increased demand for neighborhood or regional parks or other recreational facilities.
- The project adversely affects existing recreational opportunities.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) ~~the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XV. a) & b) No Impact. As previously explained in Section XIII – Population and Housing, the proposed project is not expected to affect population growth or distribution within the South Coast AQMD’s jurisdiction because workers needed to install air pollution control equipment for mobile fuelers and the associated testing and maintenance activities for compliance with the proposed project can be supplied by the existing labor pool in the local Southern California area. As such,

the proposed project is not anticipated to generate any significant adverse effects, either indirectly or directly on population growth within the South Coast AQMD's jurisdiction or population distribution, and thus no additional demand for recreational facilities would be necessary or expected. No requirements in the proposed project would be expected to affect recreation in any way. Therefore, the proposed project would not increase the demand for or use of existing neighborhood and regional parks or other recreational facilities or require the construction of new or expansion of existing recreational facilities that might have an adverse physical effect on the environment because it would not directly or indirectly increase or redistribute population.

Conclusion

Based upon these considerations, significant adverse recreation impacts are not expected from implementing the proposed project. Since no significant recreation impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. <u>SOLID AND HAZARDOUS WASTE.</u> Would the project:				
a) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The proposed project impacts on solid and hazardous waste will be considered significant if the following occurs:

- The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XVI. a) & b) No Impact. The proposed project would not cause construction activities to occur and therefore no solid construction waste would be generated that would need to be disposed of in a landfill. The operation of emission control equipment by mobile fuelers will not result in the collection of hazardous waste therefore no hazardous waste would be generated that would need to be disposed of at a certified hazardous waste landfill or recycling center for proper disposal or recycling. Thus, solid and hazardous waste generation is not expected to significantly impact existing permitted landfill capacity.

Current operations at by mobile fueler owners or operators are assumed to comply with all applicable local, state, or federal waste disposal regulations, and the proposed project does not

contain any provisions that would weaken, alter, or interfere with current practices. Thus, implementation of the proposed project is not expected to interfere with existing mobile fueling waste disposal practices or any facilities where a mobile fueler would intermittently operate and their ability to comply with applicable local, state, or federal waste disposal regulations in a manner that would cause a significant adverse solid and hazardous waste impact.

Conclusion

Based upon these considerations, significant adverse solid and hazardous waste impacts are not expected from implementing the proposed project. Since no significant solid and hazardous waste impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION.				
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on transportation and traffic will be considered significant if any of the following criteria apply:

- A major roadway is closed to all through traffic, and no alternate route is available.
- The project conflicts with applicable policies, plans, or programs establishing measures of effectiveness, thereby decreasing the performance or safety of any mode of transportation.
- There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- The demand for parking facilities is substantially increased.
- Water borne, rail car or air traffic is substantially altered.
- Traffic hazards to motor vehicles, bicyclists, or pedestrians are substantially increased.
- The need for more than 350 employees.
- An increase in heavy-duty transport truck traffic to and/or from the facility by more than 350 truck round trips per day.
- Increase customer traffic by more than 700 visits per day.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XVII. a) & b) Less than Significant Impact. As previously discussed in Section III – Air Quality and Greenhouse Gas Emissions, compliance with the proposed project would require operational activities such as dispensing of gasoline. In addition, in order to conduct fueling operations mobile fuelers would be required to travel to a facility to dispense gasoline. Based on the existing mobile fueler operations mobile fuelers are expected to travel: 1) from their home base to a fueling depot and then to a facility where fueling operations would intermittently occur and then back to their home base or 2) from their home base that includes an on-site fueling depot to a facility where fueling operations would intermittently occur and back to their home base/fueling depot. Also, information about mobile fueler operations in regard to which facilities would be selected to be used as intermittent fueling locations is uncertain at this point in time, and it would be speculative to predict or forecast the precise location where mobile fuelers would operate on a facility-by-facility basis since a transportation analysis is dependent on knowing the exact distances a mobile fueler would travel to operate (e.g., the location of the facility where a mobile fueler would operate, location of the fuel depot, route a mobile fueler would take, etc.). Predicting where a mobile fueler would operate without firm evidence based on facts to support the analysis would require an engagement in speculation or conjecture that is inappropriate for this EA.

Accordingly, the impacts associated with operation of mobile fuelers are generally based on existing fleet size of mobile fuelers that are currently operating (e.g., Booster currently operates five mobile fuelers and intends to operate an additional six in the future). In addition, any other mobile fueling company that would enter the mobile fueling market is expected to have a similar fleet size of approximately ten mobile fueling trucks. A conservative factor of two has been used to estimate the total number of mobile fueler trucks that would be dispatched throughout facilities located in the South Coast AQMD jurisdiction where they would intermittently operate in order to dispense gasoline.

Table 2-7 presents the number of vehicle round trips that may occur on a peak day.

**Table 2-7
Number of Mobile Fueler Truck Trips on a Peak Day by Trip Segment**

Trip Segment	Vehicle Trips
Mobile fueler from origin to fueling depot	42 Mobile Fueling Trucks
Mobile fueler from fueling depot to facility	42 Mobile Fueling Trucks
Mobile Fueler from facility to origin	42 Mobile Fueling Trucks
Total	126 Mobile Fueler Trips by Segment

For this analysis, 42 heavy-duty mobile fueling trucks are expected to be used on a peak day for mobile fueling operations.

In accordance with the promulgation of SB 743 which requires analyses of transportation impacts in CEQA documents to consider a project's vehicle miles traveled (VMT) in lieu of applying a LOS metric when determining significance for transportation impacts, CEQA Guidelines Section 15064.3(b)(4) gives a lead agency to use discretion to choose the most appropriate methodology to evaluate a project's VMT, allowing the metric to be expressed as a change in absolute terms, per capita, per household, or in any other measure.

The total truck trips by segment quantified represents a worst-case peak day of operation activities. On a peak day, during mobile fueling operations, these activities are estimated to result in 42 mobile fuelers driving 126 truck trip segments (three segments are driven during one round trip per mobile fueler) which is less than the threshold of 350 truck round trips per day. Relative to the amount of vehicle miles traveled (VMT), each vehicle visiting a stationary gas station is assumed to drive 0.1 mile as a pass-by trip per fueling event while the mobile fueler is assumed to drive approximately 30 miles per fueling event¹⁸. The proposed project is not expected to cause a significant adverse transportation impact. Therefore, the proposed project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b). Further, because implementation of the proposed project would not alter any transportation plans, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

XVII. c) No Impact. The proposed project does not involve or require the construction of new roadways, alter existing roadways, or introduce incompatible uses to existing roadways. Thus, there will be no change to current public roadway designs that could increase traffic hazards. Further, the proposed project is not expected to substantially increase traffic hazards or create incompatible uses at or adjacent to the facilities where mobile fuelers would operate. Therefore, no impact resulting from hazards due to design features or incompatible uses would occur and no mitigation measures are necessary.

¹⁸ Per CalEEMod User's Guide Version 2020.4.0 (section 4.4.1 Vehicle Trips, pp. 36) pass-by trips are assumed to be 0.1 miles in length and are a result of no diversion from the primary route. <http://www.caleemod.com/>

XVII. d) No Impact. Since the proposed project includes the installation of vapor recovery systems, testing, and maintenance for mobile fuelers no changes are expected to emergency access at or in the vicinity of the facilities where mobile fuelers would intermittently operate. The proposed project does not contain any requirements specific to emergency access points and each facility where mobile fuelers would intermittently operate would be expected to continue to maintain their existing emergency access. Based on the preceding, no impact to emergency access would occur and no mitigation measures are necessary.

Conclusion

Based upon these considerations, significant adverse transportation impacts are not expected from implementing the proposed project. Since no significant transportation impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildfires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

A project’s ability to contribute to a wildfire will be considered significant if the project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and any of the following conditions are met:

- The project would substantially impair an adopted emergency response plan or emergency evacuation plan.
- The project may exacerbate wildfire risks by exposing the project’s occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.
- The project may exacerbate wildfire risks or may result in temporary or ongoing impacts to the environment because the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) are required.

- The project would expose people or structures to significant risks such as downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.
- The project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildfires.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) ~~the owner or operator of dispensing locations where mobile fuelers operate;~~ and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XVIII. a), b), c), d), & e) No Impact. Implementation of the proposed project would neither require the construction of any new facilities nor result in the construction of any occupied buildings or structures. Thus, the proposed project is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan. Further, the existing facilities where mobile fueling operations would intermittently occur are located in commercial or industrial areas, and not near wildlands. In the event of a wildfire, no exacerbation of wildfire risks, and no consequential exposure of the project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, or other factors would be expected to occur. Similarly, the proposed project does not contain any requirements for new facilities to be constructed. Thus, the proposed project would neither expose people or structures to new significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, nor would it expose people or structures, either directly or indirectly, to a new significant risk of loss, injury or death involving wildfires. Finally, because the proposed project does not require any construction, the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment are not required.

Conclusion

Based upon these considerations, significant adverse wildfire risks are not expected from implementing the proposed project. Since no significant wildfire risks were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<u>XIX. MANDATORY FINDINGS OF SIGNIFICANCE.</u>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; ~~2) the owner or operator of dispensing locations where mobile fuelers operate;~~ and ~~3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture~~ CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control

equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XIX. a) No Impact. As explained in Section IV - Biological Resources, the proposed project is not expected to significantly adversely affect plant or animal species, or the habitat on which they rely because there are construction activities that would occur as a result of the proposed project and operational activities from mobile fueling are expected to intermittently occur within the boundaries of an existing developed facility in areas that have been greatly disturbed and that currently do not support any species of concern or the habitat on which they rely. For these reasons, the proposed project is not expected to reduce or eliminate any plant or animal species or destroy prehistoric records of the past.

XIX. b) Less Than Significant Impact. Based on the foregoing analyses, the proposed project would not result in significant adverse project-specific environmental impacts. Potential adverse impacts from implementing the proposed project would not be “cumulatively considerable” as defined by CEQA Guidelines Section 15064(h)(1) for any environmental topic because there are no, or only minor incremental project-specific impacts that were concluded to be less than significant. Per CEQA Guidelines Section 15064(h)(4), the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulative considerable. South Coast AQMD cumulative significant thresholds are the same as project-specific significance thresholds.

Therefore, there is no potential for significant adverse cumulative or cumulatively considerable impacts to be generated by the proposed project for any environmental topic.

XIX. c) Less Than Significant Impact. Based on the foregoing analyses, the proposed project is not expected to cause adverse effects on human beings for any environmental topic, either directly or indirectly because: 1) the air quality and GHG impacts were determined to be less than the significance thresholds as analyzed in Section III – Air Quality and Greenhouse Gases; 2) energy impacts were determined to be less than significant as analyzed in Section VI – Energy; 3) the hazards and hazardous materials impacts were determined to be less than significant as analyzed in Section VIII – Hazards and Hazardous Materials; and 4) transportation impacts were determined to be less than the significant as analyzed in Section XVII – Transportation. In addition, the analysis concluded that there would be no significant environmental impacts for the remaining environmental impact topic areas: aesthetics, agriculture and forestry resources, biological resources, cultural and tribal cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, solid and hazardous waste, and wildfire.

Conclusion

As previously discussed in environmental topics I through XIX, the proposed project has no potential to cause significant adverse environmental effects. Since no mitigation measures are necessary or required.

APPENDICES

Appendix A:

A1: Proposed Rule 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations

A2: Proposed Amended Rule 461 – Gasoline Transfer and –Dispensing

A3: Proposed Amended Rule 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II

~~A4: Proposed Amended Rule 222 – Filing Requirements for Specific Emissions Sources not Requiring a Written Permit Pursuant to Regulation II~~

Appendix B: Modeling Files, Assumptions, and Calculations

Appendix C: Comment Letters Received on the Draft SEA and Responses to Comments

A1: Proposed Rule 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations

In order to save space and avoid repetition, please refer to the latest version of PR 461.1 located elsewhere in the Governing Board Package (meeting date January 7, 2022). The version of PR 461.1 that was circulated with the Draft EA for a 30-day public review and comment period which was released on November 24, 2021 and ending on December 24, 2021 was identified as the “Preliminary Draft Rule PR 461.1, revision date October 20, 2021”, which is available from the South Coast AQMD’s website at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/461.1/par461-1_pdr1_102121.pdf. An original hard copy of the Draft EA, which included the draft version of PR 461.1 listed above, can be obtained through the South Coast AQMD Public Information Center by phone at (909) 396-2001 or by email at PICrequests@aqmd.gov.

A2: Proposed Amended Rule 461 – Gasoline Transfer and Dispensing

In order to save space and avoid repetition, please refer to the latest version of PAR 461 located elsewhere in the Governing Board Package (meeting date January 7, 2022). The version of PAR 461 that was circulated with the Draft EA for a 30-day public review and comment period which was released on November 24, 2021 and ending on December 24, 2021 was identified as the “Preliminary Draft Rule PAR 461, revision date October 20, 2021”, which is available from the South Coast AQMD’s website at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/461.1/par461_pdr1_102121.pdf. An original hard copy of the Draft EA, which included the draft version of PAR 461 listed above, can be obtained through the South Coast AQMD Public Information Center by phone at (909) 396-2001 or by email at PICrequests@aqmd.gov.

A3: Proposed Amended Rule 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II

In order to save space and avoid repetition, please refer to the latest version of PAR 219 located elsewhere in the Governing Board Package (meeting date January 7, 2022). The version of PAR 219 that was circulated with the Draft EA for a 30-day public review and comment period which was released on November 24, 2021 and ending on December 24, 2021 was identified as the “Preliminary Draft Rule PAR 219, revision date October 20, 2021”, which is available from the South Coast AQMD’s website at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/461.1/par219_pdr1_102121.pdf. An original hard copy of the Draft EA, which included the draft version of PAR 219 listed above, can be obtained through the South Coast AQMD Public Information Center by phone at (909) 396-2001 or by email at PICrequests@aqmd.gov.

~~A4: Proposed Amended Rule 222 – Filing Requirements for Specific Emissions Sources not Requiring a Written Permit Pursuant to Regulation II~~

PAR 222 is no longer part of the proposed project and therefore is not part of this Governing Board Package (meeting date January 7, 2022) or the Final Environmental Assessment. The version of PAR 222 that was circulated with the Draft EA for a 30-day public review and comment period which was released on November 24, 2021 and ending on December 24, 2021 was identified as the “Preliminary Draft Rule PAR 222, revision date October 20, 2021”, which is available from the South Coast AQMD’s website at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/461.1/par222_pdrl_102121.pdf. An original hard copy of the Draft EA, which included the draft version of PAR 222 listed above, can be obtained through the South Coast AQMD Public Information Center by phone at (909) 396-2001 or by email at PICrequests@aqmd.gov.

APPENDIX B

Modeling Files, Assumptions, and Calculations

Parameters
1,200 Gallon Throughput per Peak Day (Basis: 720 Gallons Fueled by 1 MFOD in 3.80 hrs = 1200 Gallons in 6.33 hrs)
1 Number of MFOD Fuelings per Peak Day
6.33 Total Hours Idling per Peak Day

Criteria Pollutants	Limits	Greenhouse Gas	Limits
0.49 lb-NOx/peak day	55	4.51717839 MT-CO2e/yr - Idling	
0.95 lb-VOC/peak day	55	3.16295493 MT-CO2e/yr - Traffic	
0.00 lb-PM10/peak day	150	7.68013331 MT-CO2e/yr	10000
0.00 lb-PM2.5/peak day	55		
0.00 lb-SOx/peak day	150	Diesel Usage	
0.31 lb-CO/peak day	550	1659 gal/yr	

Zero Baseline, All New Emissions

MFOD Type B Process
MFOD Trip: Start to Terminal
Terminal Fueling
MFOD Trip: Terminal to Location
MF Fueling Customer
MFOD Trip: Location to Start

Assumptions

1 Type B Mobile Fueler Holds 1,200 Gallons and Spends 6.33 Hrs Fueling/Idling^
 MFOD Trip: 30 mi^^

Emission Factors (lb/kgal except Hose Permeation and Idling lb/day)	Loading	Breathing	Refueling	Hose Permeation	Spillage	Fueling Subtotal (lb/day)	Idling while Fueling	Idling Subtotal (lb/day)	EMFAC 2017 (lb/mi)	Traffic Subtotal (lb/day)	Total (lb/day)
NOx											
Uncontrolled Emissions							0.4357	0.4357	0.001897632	0.056928947	0.4926
VOC											
Uncontrolled Emissions											
Control Efficiency											
Controlled Emissions		0.225	0.42	0.0268	0.12	0.9448	0.0075	0.0075	1.39548E-05	0.000418645	0.9527
Benzene											
Percentage of ROG	0.455%	0.455%	0.455%	0.455%	0.707%						
Controlled Emissions	0.000000	0.001024	0.001911	0.000122	0.000848	0.0047					0.0047
Ethylbenzene											
Percentage of ROG	0.107%	0.107%	0.107%	0.107%	1.290%						
Controlled Emissions	0.000000	0.000241	0.000449	0.000029	0.001548	0.0027					0.0027
Naphthalene											
Percentage of ROG	0.0004%	0.0004%	0.0004%	0.0004%	0.174%						
Controlled Emissions	0.00000000	0.00000090	0.00000168	0.00000011	0.000209	0.0003					0.0003
PM10											
Uncontrolled Emissions							0.0001	0.0001	1.21155E-05	0.000363464	0.0005
PM2.5											
Uncontrolled Emissions							0.0001	0.0001	1.15914E-05	0.000347741	0.0005
SOx											
Uncontrolled Emissions							0.0008	0.0008	1.87154E-05	0.000561461	0.0014
CO											
Uncontrolled Emissions							0.3032	0.3032	0.000136529	0.004095868	0.3073

Parameters
50,400 Gallon Throughput per Peak Day (Basis: 720 Gallons Fueled by 1 MFOD in 3.80 hrs = 1200 Gallons in 6.33 hrs)
42 Number of MFOD Fuelings per Peak Day
266.00 Total Hours Idling per Peak Day

Criteria Pollutants	Limits	Greenhouse Gas	Limits
20.6910 lb-NOx/peak day	55	189.721492 MT-CO2e/yr - Idling	
38.9145 lb-VOC/peak day	55	132.844107 MT-CO2e/yr - Traffic	
0.0202 lb-PM10/peak day	150	322.565599 MT-CO2e/yr	10000
0.0193 lb-PM2.5/peak day	55		
0.0580 lb-SOx/peak day	150	Diesel Usage	
12.9073 lb-CO/peak day	550	69682 gal/yr	

Zero Baseline, All New Emissions

MFOD Type B Process
MFOD Trip: Start to Terminal
Terminal Fueling
MFOD Trip: Terminal to Location
MF Fueling Customer
MFOD Trip: Location to Start

Assumptions

1 Type B Mobile Fueler Holds 1,200 Gallons and Spends 6.33 Hrs Fueling/Idling^
 MFOD Trip: 30 mi^^

Emission Factors (lb/kgal except Hose Permeation and Idling lb/day)	Loading	Breathing	Refueling	Hose Permeation	Spillage	Fueling Subtotal (lb/day)	Idling while Fueling	Idling Subtotal (lb/day)	EMFAC 2017 (lb/mi)	Traffic Subtotal (lb/day)	Total (lb/day)
NOx											
Uncontrolled Emissions							18.2999	18.2999	0.001897632	2.391015784	20.6910
VOC											
Uncontrolled Emissions											
Control Efficiency											
Controlled Emissions		0.225	0.42	0.0268	0.12	38.5828	0.3142	0.3142	1.39548E-05	0.017583085	38.9145
Benzene											
Percentage of ROG	0.455%	0.455%	0.455%	0.455%	0.707%						
Controlled Emissions	0.000000	0.001024	0.001911	0.000122	0.000848	0.1908					0.1908
Ethylbenzene											
Percentage of ROG	0.107%	0.107%	0.107%	0.107%	1.290%						
Controlled Emissions	0.000000	0.000241	0.000449	0.000029	0.001548	0.1128					0.1128
Naphthalene											
Percentage of ROG	0.0004%	0.0004%	0.0004%	0.0004%	0.174%						
Controlled Emissions	0.00000000	0.00000090	0.00000168	0.00000011	0.000209	0.0107					0.0107
PM10											
Uncontrolled Emissions							0.0049	0.0049	1.21155E-05	0.015265496	0.0202
PM2.5											
Uncontrolled Emissions							0.0047	0.0047	1.15914E-05	0.014605118	0.0193
SOx											
Uncontrolled Emissions							0.0344	0.0344	1.87154E-05	0.02358135	0.0580
CO											
Uncontrolled Emissions							12.7352	12.7352	0.000136529	0.172026467	12.9073

	RUNNING (g/mi)						IDLING (g/day, day = 0.098 hrs)					
	VOC	PM10	PM2.5	CO	NOx	SOx	VOC	PM10	PM2.5	CO	NOx	SOx
T6 instate construction small	0.00633	0.005495	0.005258	0.061928	0.860751	0.008489	0.052499	0.000822	0.000787	2.12822	3.058156	0.005744

EMFAC2017 (v1.0.2) Emission Rates	CO2	CH4	N2O	CO2	CH4	N2O
Region Type: Air District	898.5586	0.000294	0.141241	595.6609	0.002291	0.09363

Region: SOUTH COAST AQMD

Calendar Year: 2021

Vehicle Classification: EMFAC2011 Categories

Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Category	Model Yea	Speed	Fuel	Populatio	VMT	Trips	NOx_RUNI	NOx_IDLE	PM2.5_RU	PM2.5_IDI	PM10_RUI	PM10_IDL	CO2_RUNI	CO2_IDLE	CH4_RUNI	CH4_IDLE	N2O_RUN	N2O_IDLE	ROG_RUN	ROG_IDLE	CO_RUNE	CO_IDLEX	SOx_RUNE	SOx_IDLEX	
Season: Winter																											
SOUTH CO	2021	T6 instate construction small	2018	Aggregate	DSL	708.3824	50199.92	3202.57	0.846361	3.058156	0.005258	0.000787	0.005495	0.000822	898.5586	607.9895	0.000294	0.002088	0.141241	0.095567	0.00633	0.044959	0.061928	2.12822	0.008489	0.005744	
Season: Summer																											
SOUTH CO	2021	T6 instate construction small	2018	Aggregate	DSL	708.3824	50199.92	3202.57	0.813109	2.708744	0.005258	0.000606	0.005495	0.000633	898.5586	586.7334	0.000294	0.002438	0.141241	0.092226	0.00633	0.052499	0.061928	2.06052	0.008489	0.005543	
Season: Annual																											
SOUTH CO	2021	T6 instate construction small	2018	Aggregate	DSL	708.3824	50199.92	3202.57	0.860751	2.855497	0.005258	0.000682	0.005495	0.000713	898.5586	595.6609	0.000294	0.002291	0.141241	0.09363	0.00633	0.049332	0.061928	2.088954	0.008489	0.005628	

Model Parameters

Modeled Source	Breathing (Regular)	Breathing (Reflectiv Refueling)	Spillage	Hose Permeation	Gas Cans	Exhaust Idling
Emission Rate	0.08 lb/1,000 gallons	0.053 lb/1,000 gallon	0.42 lb/1,000 gallons	0.12 lb/1,000 gallons	0.00112 lb/hr	8.4 lb/1,000 gallons
Model Source Type	Point	Point	Volume	Volume	Volume	Area
Length of Side			1.666 m	1.666 m	1.666 m	4 feet
Release Height			1 m	0 m	1 m	0.4 m
Initial Lateral Dimension (σy)	N/A		0.388 m	0.388 m	0.388 m	N/A
Initial Vertical Dimension (σz)	None		1.073 m	1.073 m	1.073 m	None
Stack Height	2.306 m	2.306 m				
Stack Diameter	10 in (0.254 m)	10 in (0.254 m)				
Exit Velocity	0.000014 m/s	0.0000894 m/s				
Temperature	Ambient Temp	291K				
Other Model Options						
Urban Population	2,035,210					
Meteorological Data	KONT	To represent worst case operations for a county				

Comparison of Emission Factors

Process	UST TOG EF (lbs/1000gal)	AST TOG EF (lbs/1000gal)	CARB
Loading	0.15	0.42	0.15
Breathing	0.024	0.053	0.024
Refueling	0.32	0.208	0.021
Hose Permeation	0.009	0	0.009
Spillage	0.24	0.42	0.24

0.42 for non-ORVR 2017 and after

Bulk transfer
Pressure drive losses

Emission Factors

Process	TOG EF (lbs/1000gal)	Benzene wt %	Benzene EF (lbs/1000gal)	Ethylbenzene wt %	Ethylbenzene EF (lbs/1000gal)	Naphthalene wt %	Naphthalene EF (lbs/1000gal)	Comments
Gas cans	8.4	0.46%	0.03822	0.107%	0.008988	0.0004%	0.0000336	Uncontrolled Refueling
Breathing (Reg)	0.08	0.46%	0.000364	0.107%	0.0000856	0.0004%	0.00000032	From AP-42 Transit losses
Breathing (Ref)	0.053	0.46%	0.00024115	0.107%	0.0000567	0.0004%	0.000000212	For Booster reflective trucks
Refueling	0.42	0.46%	0.0019110	0.107%	0.0004494	0.0004%	0.00000168	95% control only
Spillage	0.12	0.71%	0.0008484	1.290%	0.0015480	0.1740%	0.0002088	Per EO
	TOG EF (lb/day)		Benzene EF (lbs/day)		Ethylbenzene EF (lbs/day)		Naphthalene EF (lbs/day)	
Hose Permeation	0.0268	0.46%	0.0001219	0.107%	0.0000287	0.0004%	1.072E-07	Based on daily rate
Idling	0.000386252	DPM						Based on 24 hours of idling
Idling	4.82815E-05	DPM						Based on 3 hours of idling

Assume gas cans account for 4% of fueling at a location

Note: Although the speciation profile shows 0.36 wt% for benzene, 0.30 wt% was used to be consistent with CAPCOA

Emissions for 1 MM gallons/year Operation (normalized)

Process	Benzene Q (lb/hr)	Ethylbenzene Q (lb/hr)	Naphthalene Q (lb/hr)	DPM Q (lb/hr)	
Gas Cans	4.363E-03	1.026E-03	3.836E-06	0.000E+00	
Breathing (Reg)	4.155E-05	9.772E-06	3.653E-08	0.000E+00	
Breathing (Ref)	2.753E-05	6.474E-06	2.420E-08	0.000E+00	
Refueling	2.182E-04	5.130E-05	1.918E-07	0.000E+00	
Spillage	9.685E-05	1.767E-04	2.384E-05	0.000E+00	
Hose Permeation	5.081E-06	1.195E-06	4.467E-09	0.000E+00	
Idling	0.000E+00	0.000E+00	0.000E+00	1.609E-05	24 hours
Idling	0.000E+00	0.000E+00	0.000E+00	2.012E-06	3 hours

X	Y	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE																																										
		8.71E-02				6.09E-02				6.32E-03				1.21E-03				2.87E-04				1.07E-06				6.19E-01				2.13E-01				1.39E-03																																	
4.3412	24.62019	3.11E-02	PERIOD	BZ_GAL_P	2.09E-02	PERIOD	EB_GAL_P	2.12E-03	PERIOD	NP_GAL_P	4.41E-04	PERIOD	BZ_DAY	1.04E-04	PERIOD	EB_DAY	3.89E-07	PERIOD	NP_DAY	1.04E-01	PERIOD	BZ_CANS	4.27E-02	PERIOD	EB_CANS	2.79E-04	PERIOD	NP_CANS	3.47E-04	PERIOD	EB_CANS	3.47E-04	PERIOD	NP_CANS	1.29E-01	PERIOD	BZ_CANS	5.31E-02	PERIOD	EB_CANS	1.71E-01	PERIOD	BZ_CANS	7.04E-02	PERIOD	EB_CANS	4.60E-04	PERIOD	NP_CANS	1.71E-01	PERIOD	BZ_CANS	1.00E-01	PERIOD	EB_CANS	6.55E-04	PERIOD	NP_CANS	1.71E-01	PERIOD	BZ_CANS	1.44E-01	PERIOD	EB_CANS	9.41E-04	PERIOD	NP_CANS

Per 1 MM gallons/year

	BENZENE		EHTYL BENZENE		NAPHTHALENE	
	Sensitive	Worker	Sensitive	Worker	Sensitive	Worker
Conc. Annual	0.08708	0.08708	0.06095	0.06095	0.00632	0.00632
Conc. 1-hour						
Cancer Potent	1.00E-01	1.00E-01	8.70E-03	8.70E-03	1.20E-01	1.20E-01
CEF	677.40	55.86	677.40	55.86	677.40	55.86
Multi-Pathwa	1.00	1.00	1.00	1.00	1.00	1.00
MWAF	1	1	1	1	1	1
WAF	1.0	1.0	1.0	1.0	1.0	1.0
Chronic REL	3.00E+00	3.00E+00	2.00E+03	2.00E+03	9.00E+00	9.00E+00
Multi-Pathwa	1.00	1.00	1.00	1.00	1.00	1.00
Acute REL	2.70E+01	2.70E+01				
CANCER RISK	5.90	0.49	0.36	0.03	0.51	0.04
CHRONIC HI	2.90E-02	2.90E-02	3.05E-05	3.05E-05	7.03E-04	7.03E-04
ACUTE HI	0.00E+00	0.00E+00				

TOTAL - 1MMgal/year	
Sensitive	Worker
6.77E-06	5.58E-07
6.77	0.56
2.98E-02	2.98E-02
0.00E+00	0.00E+00

Cancer Risk

Chronic HI

Acute HI

Daily Emissions

BENZENE		EHTYL BENZENE		NAPHTHALENE	
Sensitive	Worker	Sensitive	Worker	Sensitive	Worker
0.00121	0.00121	0.00029	0.00029	0.00000	0.00000
1.00E-01	1.00E-01	8.70E-03	8.70E-03	1.20E-01	1.20E-01
677.40	55.86	677.40	55.86	677.40	55.86
1.00	1.00	1.00	1.00	1.00	1.00
1	1	1	1	1	1
1.0	1.0	1.0	1.0	1.0	1.0
3.00E+00	3.00E+00	2.00E+03	2.00E+03	9.00E+00	9.00E+00
1.00	1.00	1.00	1.00	1.00	1.00
2.70E+01	2.70E+01				
0.08	0.01	0.00	0.00	0.00	0.00
4.05E-04	4.05E-04	1.43E-07	1.43E-07	1.19E-07	1.19E-07
0.00E+00	0.00E+00				

TOTAL - Daily	
Sensitive	Worker
8.40E-08	6.93E-09
0.08	0.01
4.05E-04	4.05E-04
0.00E+00	0.00E+00

Cancer Risk

Chronic HI

Acute HI

Vehicle Refueling ONLY

Throughput	110600 gallons/year
Work CR	9216.66667 gallons/month
Daily	Throughput TOTAL
Sens CR	0.08
Work CR	0.01

Vehicle Refueling + Portable Containers

Throughput	4 % of vehicle refueling throughput
Work CR	368.66667 gallons/month
Sens CR	0.83
Work CR	0.07

KONT	Purple	Throughput Limit		Throughput Limit	
		ORVR Only	Gas cans	ORVR	Gas cans
gal/yr	gal/mth	gal/yr	gal/mth	gal/yr	gal/mth
134500	11208.3	110600	9216.7	4424.0	368.7

Portable Fuel Container Emissions per 1MM gallons/yr

BENZENE		EHTYL BENZENE		NAPHTHALENE	
Sensitive	Worker	Sensitive	Worker	Sensitive	Worker
0.51778	0.51778	0.21308	0.21308	0.00139	0.00139
1.00E-01	1.00E-01	8.70E-03	8.70E-03	1.20E-01	1.20E-01
677.40	55.86	677.40	55.86	677.40	55.86
1.00	1.00	1.00	1.00	1.00	1.00
1	1	1	1	1	1
1.0	1.0	1.0	1.0	1.0	1.0
3.00E+00	3.00E+00	2.00E+03	2.00E+03	9.00E+00	9.00E+00
1.00	1.00	1.00	1.00	1.00	1.00
2.70E+01	2.70E+01				
35.07	2.89	1.26	0.10	0.11	0.01
1.73E-01	1.73E-01	1.07E-04	1.07E-04	1.55E-04	1.55E-04
0.00E+00	0.00E+00				

TOTAL - Gas Cans	
Sensitive	Worker
3.64E-05	3.01E-06
36.44	3.01
1.73E-01	1.73E-01
0.00E+00	0.00E+00

Cancer Risk

Chronic HI

Acute HI

APPENDIX C

Comment Letters Received on the Draft SEA and Responses to Comments

TABLE OF CONTENTS

CHAPTER 1 Introduction..... 1-1

 1.1 Overview..... 1-1

 1.2 CEQA Process of the Draft EA 1-1

 1.3 List of Commenters..... 1-1

 1.4 CEQA Requirements Regarding Comments and Responses..... 1-2

CHAPTER 2 Comment Letters and Responses 2-1

 2.1 Comment Letters Received During the Public Review Period..... 2-1

CHAPTER 1 INTRODUCTION

1.1 OVERVIEW

This appendix to the Final EA has been prepared in accordance with the California Environmental Quality Act (CEQA) and the South Coast Air Quality Management District’s (South Coast AQMD) Certified Regulatory Program Guidelines. Public Resources Code Section 21080.5(d)(2)(D), CEQA Guidelines Section 15251(l), and South Coast AQMD’s Certified Regulatory Program (Codified under Rule 110) require that the final action on PR 461.1 and PARs 461 and 219 include written responses to issues raised during the public process. South Coast AQMD Rule 110 (the rule which codifies and implements the South Coast AQMD’s certified regulatory program) does not impose any greater requirements for summarizing and responding to comments than is required for an environmental impact report under CEQA.

1.2 CEQA PROCESS OF THE DRAFT EA

The Draft Environmental Assessment (EA) was released for a 30-day public review and comment period that started on Wednesday, November 24, 2022 and ended at 5:00 p.m. on Friday, December 24, 2021. A Notice of Completion (NOC) was uploaded to the Governor’s Office of Planning and Research (OPR) CEQA Submit Database (State Clearinghouse [SCH] # 2021110387) and posted on the State Clearinghouse’s CEQAnet Web Portal at: <https://ceqanet.opr.ca.gov/2021110387>. In addition, the NOC and Draft EA were filed and posted with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties. The NOC was distributed using electronic mail to various government agencies and other interested agencies, organizations, and individuals (collectively referred to as the public). The NOC was also provided to all California Native American Tribes (Tribes) that requested to be on the Native American Heritage Commission’s (NAHC) notification list per Public Resources Code Section 21080.3.1 (b)(1). The NAHC notification list provides a 30-day period during which a Tribe may respond to the formal notice, in writing, requesting consultation on the Draft EA. Additionally, the NOC was published in the Los Angeles Times on Wednesday, November 24, 2021. The Draft EA was posted on South Coast AQMD’s website at: <http://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects>.

1.3 LIST OF COMMENTERS

A total of two comment letters were received by South Coast AQMD during the public review and comment period on the Draft EA. This appendix (C) contains responses to those comments received on the Draft EA. Response to comments received on the proposed rule language can be found in Appendix A of the Final Staff Report.

For the purposes of identifying and responding to comments on the Draft EA, comment letters are assigned a number (top left-hand corner of the first page of each letter) and each comment within each letter is assigned a bracketed comment number. The following is a list of comment letters received relative to the Draft EA along with the date the comment was submitted.

Number Reference	Comment Letter	Date of Comment	Page No.
Comment Letters Received During the Public Review Period			
1	Santa Ynez Band of Chumash Indians	December 6, 2021	2-2
2	San Manuel Band of Mission Indians	December 14, 2021	2-4

Where Pursuant to CEQA Guidelines Section 15088(a) and South Coast AQMD Rule 110(d), South Coast AQMD is required to evaluate and provide written responses to only the comments received during the public comment period of the EA which raise significant environmental issues. South Coast AQMD staff has reviewed the comments submitted, updated the EA to reflect the responses to the comments, and determined that none of the comments raise significant environmental issues and none of the revisions to the EA contain the type of significant new information that requires recirculation of the Draft EA for further public comment under CEQA Guidelines Sections 15073.5 and 15088.5. Further, none of the comments indicate that the proposed project will result in a significant new environmental impact not previously disclosed in the Draft EA. Additionally, none of comments indicate that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation as described in CEQA Guidelines Sections 15073.5 and 15088.5.

1.4 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (b) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of the Draft EA should be “on the proposed finding that the project will not have a significant effect on the environment.” If persons and public agencies believe that the project may have a significant effect, they should (1) identify the specific effect, (2) explain why they believe the effect would occur, and (3) explain why they believe the effect would be significant. Comments are most helpful when they are as specific as possible. At the same time, reviewers should be aware that CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters.

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (e) also states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

Written responses have been prepared consistent with Section 15088 of Title 14 of the California Code of Regulations. Pursuant to this section, the level of detail contained in the response may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general).

CHAPTER 2 COMMENT LETTERS AND RESPONSES

2.1 COMMENT LETTERS RECEIVED DURING THE PUBLIC REVIEW PERIOD

This section includes responses to the two comment letters received by South Coast AQMD during the public review and comment period. The 30-day public review and comment period started on Wednesday, November 24, 2021 and ended at 5:00 p.m. on Friday, December 24, 2021.

COMMENT LETTER #1 – Santa Ynez Band of Chumash Indians (page 1 of 1)



Santa Ynez Band of Chumash Indians
Tribal Elders' Council

P.O. Box 517 ♦ Santa Ynez ♦ CA ♦ 93460

Phone: (805)688-7997 ♦ Fax: (805)688-9578 ♦ Email: elders@santaynezchumash.org

December 6, 2021

South Coast
 Air Quality Management District
 21865 Copley Drive
 Diamond Bar, CA 91765-4178

Att.: Ryan Banuelos, C/O Planning/ CEQA

Re: Draft Environmental Assessment and Opportunity for Public Comment Proposed Amended Rule 461.1, 461,219,222

Dear Mr. Banuelos:

Thank you for contacting the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians.

At this time, the Elders' Council requests no further consultation on this project; however, we understand that as part of NHPA Section 106, we must be notified of the project.

Thank you for remembering that at one time our ancestors walked this sacred land.

Sincerely Yours,

Kelsie Shroll
 Administrative Assistant | Elders' Council and Culture Department
 Santa Ynez Band of Chumash Indians | Tribal Hall
 (805) 688-7997 ext. 7516
kshroll@santaynezchumash.org

1-1

RESPONSE TO COMMENT LETTER #1 – Santa Ynez Band of Chumash Indians, from Kelsie Shroll, dated December 6, 2021

Dear Mr. Banuelos:

Thank you for contacting the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians.

At this time, the Elders' Council requests no further consultation on this project; however, we understand that as part of NHPA Section 106, we must be notified of the project.

Thank you for remembering that at one time our ancestors walked this sacred land.

1-1

Response 1.1

The South Coast AQMD provided a formal notice of the proposed project to all California Native American Tribes that either requested to be on the Native American Heritage Commission's (NAHC) notification list or South Coast AQMD's mailing list per Public Resources Code Section 21080.3.1(b)(1) and a notice of the proposed project was provided to the commenter. These notices provide an opportunity for California Native American Tribes to request a consultation with the South Coast AQMD if potentially significant adverse impacts to Tribal cultural resources are identified. The Final EA for the proposed project did not identify any potentially significant adverse impacts to Tribal cultural resources and the commenter requests no further consultation, unless additional information or the scope of work changes. Further, the South Coast AQMD did not receive any consultation requests from any California Native American Tribes, including the commenter, relative to the proposed project. Since this comment does not raise any issues relative to Tribal cultural resources during the comment period for the Draft EA, no further response is necessary under CEQA.

COMMENT LETTER #2 – San Manuel Band of Mission Indians (page 1 of 1)

From: Ryan Nordness <Ryan.Nordness@sanmanuel-nsn.gov>
Sent: Tuesday, December 14, 2021 1:37 PM
To: Ryan Banuelos
Subject: RE: CEQA Notice for the South Coast Quality Management District, Proposed Gasoline Transfer for Mobile Fueling Operations

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on November 30th, pursuant to CEQA (as amended, 2015) and CA PRC 21080.3.1. The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the CRM Department’s present state of knowledge, SMBMI does not have any concerns with the project’s implementation, as planned, at this time.

2-1

Please provide the final copy of the project/permit/plan conditions so that SMBMI may review the included language. This communication concludes SMBMI’s input on this project, at this time, and no additional consultation pursuant to CEQA is required unless there is an unanticipated discovery of cultural resources during project implementation. If you should have any further questions with regard to this matter, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for SMBMI with respect to this project.

Respectfully,
 Ryan Nordness

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

RESPONSE TO COMMENT LETTER #2 –San Manuel Band of Mission Indians, from Ryan Nordness, dated December 14, 2021

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2-1

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Response 2.1

The South Coast AQMD provided a formal notice of the proposed project to all California Native American Tribes that either requested to be on the Native American Heritage Commission's (NAHC) notification list or South Coast AQMD's mailing list per Public Resources Code Section 21080.3.1(b)(1) and a notice of the proposed project was provided to the commenter. These notices provide an opportunity for California Native American Tribes to request a consultation with the South Coast AQMD if potentially significant adverse impacts to Tribal cultural resources are identified. The Final EA for the proposed project did not identify any potentially significant adverse impacts to Tribal cultural resources and the commenter requests no further consultation, unless additional information or the scope of work changes. Further, the South Coast AQMD did not receive any consultation requests from any California Native American Tribes, including the commenter, relative to the proposed project. Since this comment does not raise any issues relative to Tribal cultural resources during the comment period for the Draft EA, no further response is necessary under CEQA.