URS Corporation, June 2010, Draft General Conformity Determination; Newhall Ranch Resource Management and Development Plan; Los Angeles County, California, prepared for U.S. Army Corps of Engineers

DRAFT

GENERAL CONFORMITY DETERMINATION

NEWHALL RANCH RESOURCE MANAGEMENT AND DEVELOPMENT PLAN

LOS ANGELES COUNTY, CALIFORNIA

United States Army Corps of Engineers
Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 930001

June 2010

TABLE OF CONTENTS

1.0 INTRODUCTION

Section 176(c) of the Clean Air Act (CAA; 42 U.S.C. § 7506(c)) requires federal agencies that license, permit or approve any activity to demonstrate that the action conforms to the applicable State Implementation Plan (SIP) before the action is approved. In this context, "conformity" requires that federal actions be consistent with the objective of SIPs to eliminate or reduce the severity and number of violations of the National Ambient Air Quality Standards (NAAQS), and achieve expeditious attainment of those standards.

This draft general conformity determination has been prepared by the U.S. Army Corps of Engineers (Corps) for the Newhall Ranch Resource Management and Development Plan (RMDP; proposed Project), as proposed by The Newhall Land and Farming Company (Newhall), which is located in a nonattainment and maintenance area for certain NAAQS. The draft determination has been prepared to assess whether the emissions that would result from the proposed federal action (*i.e.*, approval of the requested Clean Water Act (CWA) section 404 permit and associated RMDP by the Corps) would conform with the California SIP for the South Coast Air Basin (SCAB). The Corps has worked with the South Coast Air Quality Management District (SCAQMD) and Newhall to quantify the emissions associated with the proposed Project.

2.0 REGULATORY BACKGROUND – GENERAL CONFORMITY

CAA section 176(c)(1), "Limitation on Certain Federal Assistance," mandates that the federal government not engage, support, or provide financial assistance for licensing or permitting, or approving any activity that does not conform to an approved CAA implementation plan. In California, the applicable plan is the California SIP, a U.S. Environmental Protection Agency (USEPA)-approved plan for the regulation and enforcement of the NAAQS in each air quality region within the state.

Section 176(c)(1) further defines conformity as the upholding of "an implementation plan's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving attainment of such standards." Conforming activities or actions should not, through additional air pollutant emissions:

- Cause or contribute to new violations of any NAAQS in any area;
- Increase the frequency or severity of any existing violation of any NAAQS; or
- Delay timely attainment of any NAAQS or interim emission reductions.

The USEPA, in conjunction with the U.S. Department of Transportation (USDOT), promulgated general conformity regulations on November 30, 1993. The general conformity regulations are found in Title 40 of the Code of Federal Regulations (C.F.R.) at Part 93,[1] Subpart B, "Determining Conformity of General Federal Actions to State or Federal Implementation Plans." The general conformity regulations require a general conformity determination for all federal actions in NAAQS nonattainment or maintenance areas where the total direct and

[1] In addition to being codified at 40 C.F.R. Part 93, the General Conformity Rule is also presently codified at Title 40 C.F.R. Part 51, Subpart W; however, an amendment to the Code of Federal Regulations will delete these duplicative regulations in Part 51, effective July 6, 2010.

indirect emissions of the relevant criteria pollutants and precursor pollutants caused by the federal action equal or exceed certain *de minimis* levels, as established by the USEPA regulations.[2]

The general conformity regulations were most recently amended on April 5, 2010, and the amendments will be effective on July 6, 2010. The SCAQMD also adopted the provisions of 40 C.F.R. 93, Subpart B, in Rule 1901, "General Conformity," on September 9, 1994. '

The general conformity regulations provide a step-by-step process, which begins with an applicability analysis. That is, before any approval for a federal action can be provided, the regulating federal agency must evaluate whether, on a pollutant-by-pollutant basis, a general conformity determination is required. The applicability analysis can be (but is not required to be) completed concurrently with any analysis required by the National Environmental Policy Act (NEPA). If the general conformity regulations are found to apply to the federal action, the regulating federal agency must next conduct a conformity evaluation, issue a draft determination for public review, and then publish the final determination.

3.0 DESCRIPTION OF THE FEDERAL ACTION

3.1 Project Background

By way of background, on May 27, 2003, the Los Angeles County Board of Supervisors approved the Newhall Ranch Specific Plan (Specific Plan), which establishes the general plan, zoning designations, and development standards necessary to develop the Specific Plan site, consistent with the goals, objectives, and policies of the Los Angeles County General Plan and Santa Clarita Valley Area Plan. The Specific Plan provides for various residential and non-residential land uses, and includes the Newhall Ranch Water Reclamation Plant (WRP) and extensive open space and preservation areas.

Environmental review for both the Specific Plan and WRP was conducted by Los Angeles County, pursuant to the California Environmental Quality Act (CEQA). The County Board of Supervisors certified the adequacy of the Newhall Ranch Specific Plan Program EIR and the WRP Project EIR on May 27, 2003. After certification, the Board of Supervisors adopted the required resolution, findings, and conditions approving the Specific Plan, WRP, and other associated local project approvals.

After Specific Plan approval in May 2003, Newhall applied to the Corps for a CWA section 404 permit in conjunction with the construction of the RMDP infrastructure components needed to facilitate implementation of the Specific Plan. (CWA; 33 U.S.C. §§ 1251-1387.) Specifically, the RMDP infrastructure associated with the Specific Plan (*e.g.*, bridges, road crossing culverts, bank stabilization, *etc*.) would result in discharges of dredged or fill material into the Santa Clara River and its tributary drainages, which are considered waters of the United States under the CWA. Therefore, the federal action requested from the Corps is the issuance of a long-term, individual CWA section 404 permit to authorize construction of such infrastructure.

The Corps is the NEPA lead agency for the proposed Project. The proposed federal action assessed for general conformity is the

[2] By requiring an analysis of direct and indirect emissions, USEPA intends for federal agencies to account for emissions that are reasonably foreseeable and which agencies can practicably control.

portion of the proposed Project that involves the Corps' issuance of a CWA section 404 permit for discharges of fill material into waters of the U.S.

3.2 General Project Description

Newhall proposes to construct and/or install the following RMDP-regulated activities:

- Bridges and road crossing culverts;
- Bank stabilization along the Santa Clara River and identified tributaries;
- Drainage facilities;
- Water quality control facilities;
- Modified, unmodified (preserved), and converted tributary drainages;
- Grade stabilization structures;
- Utility crossings;
- Temporary haul routes for grading and hauling equipment;
- WRP outfall construction;
- Roadway improvements to State Route 126 (SR-126);
- Recreational facilities.

3.3 Project Location

The Project site is located in the Santa Clara River Valley, which is in north unincorporated Los Angeles County, California between the City of Santa Clarita and the Los Angeles County/Ventura County jurisdictional boundary line. As previously indicated, the Project site is located in the SCAB, which is under the jurisdiction of the SCAQMD.

3.4 Related Environmental Analyses

Both NEPA and CEQA require that the proposed Project's air quality impacts be analyzed and disclosed. Accordingly, a joint Draft EIS/EIR, which evaluated the potential environmental impacts of seven alternatives (including the proposed Project and a no project alternative), was circulated for public review and comment in April 2009. This determination has been prepared as an appendix to the Final EIS/EIR. The Corps is the lead agency for the NEPA analysis documented in the EIS, and CDFG is the lead agency for the CEQA analysis documented in the EIR.

4.0 STATE IMPLEMENTATION PLAN

The California Air Resources Board (ARB) designates both air quality management districts and air pollution control districts within California for the purpose of implementing and enforcing the NAAQS on a regional or airshed basis. These districts prepare regional Air Quality Management Plans (AQMPs) to support the broader SIP, as well as to meet the goals of the California Clean Air Act (CCAA).

4.1 SIP Process

Section 110(a) of the CAA (42 U.S.C. §7410(a)) requires each state to adopt and submit to the USEPA a plan that provides for the implementation, maintenance, and enforcement of each NAAQS. In compliance with section 110(a), the ARB has submitted and continues to submit iterations of the California SIP to the USEPA in order to address NAAQS compliance in the SCAB and other air basins. In reviewing these submittals, the USEPA either can approve or disapprove the SIP in whole or in part. The compilation of a state's approved submittals constitutes that state's applicable SIP.

Every three years, the SCAQMD prepares and submits to the ARB an AQMP to demonstrate how the SCAB will attain and

maintain the NAAQS and the California Ambient Air Quality Standards (CAAQS). The AQMP contains extensive emission inventories of all emission sources in the SCAB, as well as various control measures applicable to many of these sources. Once the ARB approves the AQMP, it is submitted to the USEPA for approval and incorporation into the SIP.

4.2 Status of SCAB Component of California SIP

The SCAB's current approved component of the California SIP is based on the AQMP submitted by the SCAQMD to the ARB in 1997 (SCAQMD 1996) and supplemental information. In August 2003, the SCAQMD submitted to the ARB an updated AQMP, (SCAQMD 2003), and this formed the basis of a proposed SIP revision that was submitted to the USEPA on January 9, 2004. Although the USEPA partially approved the 2003 SIP revision in March 2009, they did not approve the attainment demonstration for ozone. In June 2007, SCAQMD submitted another update to its AQMP (SCAQMD 2007) to the ARB, which formed the basis of a proposed SIP revision that was submitted to the USEPA on November 16, 2007. No action has been taken by the USEPA on this latest SIP revision submittal.

Nonetheless, the general conformity regulations require the use of the latest and most accurate emission estimation techniques available, unless such techniques are inappropriate. (40 C.F.R. § 93.159(b).) Further, prior written approval from the SCAQMD or USEPA is required to modify or substitute emissions estimation techniques. It should be noted that the latest and most accurate emission estimation techniques available and used at the time of this evaluation may differ from the emission estimation techniques used in establishing the USEPA-approved, applicable SIP emission budgets.

4.3 Attainment Status of Project Location

The area of the SCAB in which the proposed Project is located is currently designated as a severe nonattainment area (Severe-17) with respect to the 8-hour NAAQS for ozone (O_3), a maintenance area for carbon monoxide (CO), a serious nonattainment area for particulate matter with diameter less than or equal to 10 microns (PM_{10}), and a nonattainment area for particulate matter with diameter less than or equal to 2.5 microns ($PM_{2.5}$). SCAB is in attainment with NAAQS for nitrogen dioxide (NO_2) and lead.

As noted in the Draft EIS/EIR, the SCAQMD requested that the USEPA "bump-up" the SCAB to the "extreme" nonattainment classification for ozone. The USEPA recently approved the reclassification, which will be published in the Federal Register by May 2010 and effective by June 2010. The reclassification provides the SCAB with additional time to come into compliance with the 8-hour, ozone NAAQS, specifically extending the attainment year to 2024. (See Draft EIS/EIR, **Subsection 4.7.2.1**.) As in the Draft EIS/EIR, the applicability analysis below applies the *de minimis* thresholds associated with the "extreme" classification.

5.0 SCOPE OF CONFORMITY ANALYSIS

5.1 Applicability Analysis

To preface, as the proposed Project would be located in the SCAB, which has been designated as a nonattainment and maintenance area for several pollutant NAAQS, this evaluation addresses NO_2, O_3,

CO, PM_{10}, $PM_{2.5}$, and related precursors. Specifically, nitrogen oxides (NO_x) and volatile organic compounds (VOC) are ozone precursors, and sulfur oxides (SO_x), NO_x and VOC emissions are $PM_{2.5}$ precursors.

Historically, a conformity determination was required in a nonattainment and/or maintenance area, such as the SCAB, for each criteria pollutant or precursor where the total direct and indirect emissions of the criteria pollutant or precursor would: (i) equal or exceed specified annual emission rates, referred to as "*de minimis*" thresholds, or, (ii) be "regionally significant." A project's direct and indirect emissions were regionally significant if the emissions total exceeded 10 percent of a nonattainment or maintenance area's emissions inventory for that pollutant.

The *de minimis* thresholds for O_3 precursors and PM_{10} depend on the severity of the nonattainment classification, as shown in **Table 1**. In an extreme ozone nonattainment area, the *de minimis* thresholds are 10 tons per year (tpy) for both NO_x and VOC. In a serious PM_{10} nonattainment area, the *de minimis* threshold is 70 tpy. For other pollutants, the threshold is set at 100 tpy.[3]

Based on an evaluation of the emissions anticipated during Project construction, the Corps has determined that a general conformity determination for NO_x is required because the proposed Project's estimated NO_x emissions would exceed the *de minimis* threshold for years 2008 through 2013, and 2015, as illustrated in **Table 2**.[4] A general conformity determination would not be required for any other pollutant because the *de minimis* thresholds for these pollutants would not be exceeded.

Notably, the most recent amendments to the general conformity regulations, which become effective on July 6, 2010, deleted the "regionally significant" test previously provided in 40 C.F.R. § 93.153(i); the *de minimis* thresholds were not deleted. (See 75 Fed.Reg. 17254-17279 (April 5, 2010).) In any event, the proposed Project is not "regionally significant" because the emissions total for each pollutant is less than 10 percent of the SCAB's total emission budgets, as presented in the 2007 AQMP. (See, *infra*, **Tables 3**, **4**, and **5**.)

In summary, no further analysis is required for VOCs, CO, SO_x, PM_{10}, and $PM_{2.5}$ because the emissions levels are below the *de minimis* thresholds and would not be regionally significant.

[3] 40 C.F.R. § 93.153(b)(1).

[4] 40 C.F.R. § 93.158.

Table 1
General Conformity *De Minimis* Thresholds

Pollutant	Attainment Status	Annual Emissions (ton/yr)
NO_x	Nonattainment/Severe-17 (Ozone)	10
VOC	Nonattainment/Severe-17 (Ozone)	10
PM10	Nonattainment/Serious	70
PM2.5 (direct)	Nonattainment	100
PM2.5 (NO_x)[1]	(Nonattainment)	100
PM2.5 (VOC and NH_3)[2]	(Nonattainment)	100
PM2.5 (SO_x)	(Nonattainment)	100
CO	Attainment/Maintenance	100

Notes:

[1] NO_x is included for PM2.5 unless determined not to be a significant precursor. However, the NO_x threshold based on its contribution to ozone is more stringent.

[2] VOC and ammonia (NH_3) are not included for PM2.5 unless determined to be a significant precursor. However, the VOC threshold based on their contribution to ozone is more stringent. Only very minor emissions of ammonia would be emitted to the atmosphere as a result of the proposed action.

Table 2
Direct Annual Construction Emissions

Year	VOC (tons/yr)	NO_x (tons/yr)	CO (tons/yr)	SO_x (tons/yr)	PM10 (tons/yr)	PM2.5 (tons/yr)
2008	3.13	**29.89**	12.55	0.03	15.45	4.02
2009	3.31	**31.28**	12.97	0.03	9.51	2.83
2010	1.44	**13.49**	5.50	0.01	2.87	0.97
2011	2.08	**18.93**	8.16	0.02	8.25	2.25
2012	3.88	**35.65**	14.07	0.04	8.61	2.73
2013	3.78	**34.00**	13.49	0.04	20.04	5.05
2014	0.00	0.00	0.00	0.00	0.00	0.00
2015	4.94	**41.15**	17.59	0.06	28.14	6.92
2016	1.17	9.42	4.20	0.01	7.00	1.70
Thresholds (tons/yr)	10	10	100	100	70	100
Exceeds Threshold?	NO	YES, in 2008-2013 and 2015	NO	NO	NO	NO

Source: Impact Sciences.

5.2 Direct & Indirect Emissions

Consistent with section 176(c)(1) of the CAA, a federal action is generally defined as any activity engaged in or supported in any way by any department, agency, or instrumentality of the federal government.[5] Where the federal action is a permit, license, or other approval for some aspect of a non-federal undertaking, the relevant activity is the part, portion, or phase of the non-federal undertaking that requires the federal license, permit, or approval. Consequently, the USEPA's definition of federal action indicates that, in complying with section 176(c), federal regulatory agencies are only responsible for analyzing the emissions resulting from the "part, portion, or phase" of the non-federal undertaking that they permit.

With this framework in mind, direct emissions are defined so as to include emissions of a criteria pollutant or its precursors that are caused or initiated by the federal action and occur at the same time and place as the action. Indirect emissions, on the other hand, are those emissions of a criteria pollutant or its precursors:

> "(1) That are caused or initiated by the Federal action and originate in the same nonattainment or maintenance area but occur at a different time or place as the action;
>
> (2) That are reasonably foreseeable;
>
> (3) That the agency can practically control; and
>
> (4) For which the agency has continuing program responsibility. For the purposes of this definition, even if a Federal licensing, rulemaking or other approving action is a required initial step for a subsequent activity that causes emissions, such initial steps do not mean that a Federal agency can practically control any resulting emissions."[6]

As explained in the 1993 preamble:

> "The EPA does not believe that it is reasonable to conclude that a Federal agency 'supports' an activity by third persons over whom the agency has no practicable control -- or 'supports' emissions over which the agency has no practicable control -- based on the mere fact that, if one inspects the 'causal' chain of events, the activity or emissions can be described as being a 'reasonably foreseeable' result of the agency's actions."[7]

In fact, the USEPA emphasized in the 1993 preamble that "the person's (*i.e.*, permit applicant's) activities that fall outside of the federal agency's continuing program responsibility to control are subject to control by state and local agencies."[8] Therefore, the Corps does not have a continuing program responsibility to measure, monitor, control, or mitigate for air emissions that may result from the construction or operation of a non-Corps facility, even though some part, portion, or phase of that facility requires a permit from the Corps. Under the CAA, the state and local clean air agencies have full responsibility and authority to deal with those emissions, and to prevent or condition

[5] 40 C.F.R. § 93.152.

[6] 40 C.F.R. § 93.152; see also 75 Fed.Reg. 17273 (April 5, 2010).

[7] 58 Fed.Reg. 63220 (Nov 30, 1993).

[8] 58 Fed.Reg. 63222 (November 30, 1993).

the construction of the non-federal facility as necessary to deal with those air emissions.

The USEPA also stated its belief "that Congress did not intend the general conformity rule to affect innumerable Federal actions, impose analytical requirements on activities that are very minor in terms of Federal involvement and air quality impacts, and result in significant expense and delay."[9]

The preamble to the 1993 general conformity regulations provided an explicit discussion of the Corps' responsibility, which demonstrates the close relationship between the definition of federal action and the restrictive language from the definition of indirect emission, as follows:

> "Assume for example, that the Corps issues a permit and that permitted fill activity represents one phase of a larger non-federal undertaking; *i.e.*, the construction of an office building by a non-federal entity. Under the conformity rule, the Corps would be responsible for addressing all emissions from that one phase of the overall office development undertaking that the Corps permit; *i.e.*, the fill activity at the wetland site. However, the Corps is not responsible for evaluating all emissions from later phases of the overall office development (the construction, operation, and use of the office building itself), because later phases generally are not within the Corps continuing program responsibility and generally cannot be practicably controlled by the Corps."[10]

The 2010 revisions to the definition of "indirect emission" are consistent with the preamble to the original 1993 general conformity regulations, which explicitly defined and limited the responsibilities of the Corps with regards to non-federal activities requiring permit authorization from the Corps. In fact, the explanation accompanying the amended definition of "indirect emissions" in the new version of 40 C.F.R. § 93.152 provides:

> "EPA is revising the definition of 'indirect emissions' to clarify what is meant by 'the agency can practically control' and 'for which the agency has continuing program responsibility.' This clarification represents USEPA's long standing position that Congress did not intend for conformity to apply to 'cases where, although licensing or approving action is a required initial step for a subsequent activity that causes emissions, the agency has no control over that subsequent activity, either because there is no continuing program responsibility or ability to practically control.'"[11]

In essence, the Corps is not legally required to document, analyze, and seek mitigation measures for any indirect emissions of actions requiring Corps permit authorization since the Corps: (i) cannot practicably control such emissions; and (ii) will not have a continuing program responsibility to maintain control over such emissions.

Based on the above, since the Corps would only authorize construction of the RMDP infrastructure improvements pursuant to section 404 of the CWA, only the RMDP itself is considered to be a federal action as defined by the general conformity regulations. In order words, because the

[9] 58 Fed.Reg. 63219 (Nov 30, 1993).
[10] 58 Fed.Reg. 63227 (November 30, 1993).
[11] 75 Fed.Reg. 17254, 17260 (April 5, 2010).

Corps cannot practicably control emissions from and would not maintain control over activities beyond the infrastructure improvements, the direct and indirect construction and operation emissions associated with the overall land use development in the Specific Plan, which will be facilitated by the RMDP, are not included in this draft conformity determination. In summary, the resulting NOx emissions from construction of the RMDP infrastructure alone are analyzed for conformity to the California SIP.[12]

6.0 AIR EMISSIONS INVENTORY

The air emissions inventory for the RMDP is based on the identification of air contaminants and estimated emission rates for the proposed Project. Emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ were calculated for the construction-related emission sources. Construction-related emissions were calculated for off-road construction equipment, and for each year during the projected construction period. Note that while not required by NEPA, in addition to the construction scenario discussed in the Draft EIS/EIR, *i.e.*, 2008-2016, this analysis includes disclosure of an additional construction schedule of 2010-2018. No operation-related emissions were calculated for the proposed Project because once the structures are in place, only incidental emissions associated with inspections, maintenance and repair events would be generated. (See also 40 C.F.R. § 93.153(c)(2).)

For purposes of this draft conformity determination, it is assumed that the annual emissions in a given year would be essentially the same for each alternative. However, the overall length of the construction period might be shorter or longer than the proposed Project (Alternative 2) under a given alternative. For example, the construction period for Alternative 3 would be approximately two months shorter than for Alternative 2. (See Draft EIS/EIR, **Subsection 4.7.5.6.1**.) These differences would not substantially change the findings of this conformity analysis, as Alternative 2 includes the maximum development scenario of all the alternatives.

The Corps has identified a Draft LEDPA (Least Environmentally Damaging Practicable Alternative), which is similar to Alternative 3. (See Final EIS/EIR, **Appendix F1.0**, Draft 404(b)(1) Alternatives Analysis.) This conformity analysis accounts for the potential emissions associated with Alternative 3, and hence the Draft LEDPA, because it assumes the maximum emission scenario associated with Alternative 2. However, the Corps intends to update the Final Conformity Determination, as needed, to reflect the emissions associated with the Corps' approval of a LEDPA. In any event, because this analysis reflects the maximum development scenario, the LEDPA emissions would not exceed the emissions levels discussed herein.

The RMDP infrastructure would facilitate build-out of the approved Specific Plan. However, as discussed in **Section 5.2**, the Corps would not practicably control emissions associated with such build-out, nor would it retain continuing program responsibility over the proposed Project once the construction activities in and over

[12] U.S. Army Corps of Engineers. Memorandum For All Major Subordinate Commanders, and District Commanders, Subject: EPA's Clean Air Act (CAA) General Conformity Rule, from Lester Edelman, Chief Counsel, USACE (CECC-E). (April 20, 1994).

navigable waters of the United States/waters of the United States are completed.[13] Thus, emissions related to build-out of the approved Specific Plan were not included in this conformity determination.

6.1 Analysis of Specific Project Years

Total proposed Project emissions were calculated for each year between 2008 and 2016 for each pollutant identified. The estimated annual emissions are summarized in **Table 2**, above. As shown in **Table 2**, the annual emissions of NO_x would exceed the *de minimis* threshold in 2008 through 2013 and 2015. In addition, annual emissions for an adjusted schedule between 2010 and 2018 are presented in **Table 4a** below.

The general conformity regulations require that a general conformity determination analyze the following emissions scenarios:

> "(1) The attainment year specified in the SIP, or if the SIP does not specify an attainment year, the latest attainment year possible under the Act; or (2) The last year for which emissions are projected in the maintenance plan; (3) The year during which the total of direct and indirect emissions from the action is expected to be the greatest on an annual basis; and (4) Any year for which the applicable SIP specifies an emissions budget."

(40 C.F.R. § 93.159(d), as amended, effective July 6, 2010.) As discussed in **Section 5.2**, *supra*, this general conformity determination is properly focused on emissions related to RMDP infrastructure construction only. Nonetheless, the analysis contained in this general conformity determination addresses all emission scenarios required by 40 C.F.R. § 93.159(d) (as amended, effective July 6, 2010) as follows: (1) The proposed Project does not propose construction activity in the attainment year identified in the 2007 AQMP, which is year 2021 (that said, please note the attainment year has been extended to year 2024 in light of the SCAB's reclassification to "extreme" nonattainment status for the 8-hour, ozone NAAQS); (2) There is not an applicable maintenance plan for NOx emissions; (3) Annual direct NOx emissions are expected to be the greatest in year 2015 (or 2017 under the adjusted schedule), as shown in **Tables 4, 4a,** and **5**, *infra*; and (4) The general conformity determination contains analysis of proposed Project emissions within years for which the SIP has specified a budget, including 2008, 2010, 2011, 2014, and 2017.

6.2 2007 SIP Emission Budgets

Even though the 2007 SIP has not yet been approved by the USEPA, the general conformity regulations require that the Corps use the latest and most accurate emission estimation techniques available.[14] Therefore, the 2007 AQMP data is utilized in this analysis. Further details regarding the methodology and assumptions used in the calculations and the resulting estimates can be found in the Draft EIS/EIR (CEQ No. 20090134), as circulated in April 2009.

7.0 GENERAL CONFORMITY DETERMINATION

A federal action is considered to conform when the direct and indirect emissions of pollutants resulting from the action either complies or is consistent with all relevant requirements and milestones in the SIP. The

[13] Ibid.

[14] 40 C.F.R. § 58.159(b).

applicability threshold in extreme ozone nonattainment areas is 10 tpy for NO_x. Pursuant to the general conformity regulations and Rule 1901 (as adopted by the SCAQMD), a federal action conforms with the SIP if it meets one of several requirements set forth in 40 C.F.R. § 93.158, "Criteria for Determining Conformity of General Federal Actions."

The total proposed Project emissions for NO_x are projected to exceed the 10 tpy general conformity threshold in some years. Therefore, general conformity must be demonstrated for those years in which the applicable SIP specifies an emissions budget (*i.e.*, milestone). In the 2007 AQMP, the milestone years are 2005, 2008, 2010, 2011, 2014, 2017, 2020, and 2030. The future emission forecast for these years are based on demographic and economic growth projections provided by the Southern California Association of Governments (SCAG).

Although construction emissions from the RMDP infrastructure improvements have not been explicitly included as a specific source in the 2007 AQMP's growth projections (because the 2007 AQMP does not call out any specific developments in such a manner), based on available information, the Corps believes that the federal action will meet the requirements of 40 C.F.R. § 93.158(a)(5)(i). This regulation applies to ozone or nitrogen dioxide where the USEPA has approved a revision to an area's attainment demonstration after 1990 and (A) the state makes a determination that the emissions total from the action, or portion thereof, is determined and documented by the SCAQMD to result in a level of emissions which, together with all other emissions in the SCAB nonattainment area, would not exceed the SIP emission budgets, or (B) the state makes a commitment to revise the SIP in a way that accommodates the federal action.

7.1 1997/1999 SIP and 2007 SIP Emission Budgets

The most recent, USEPA-approved SIP must be used for emission budget analyses. The 1997 AQMP, together with its supplemental 1999 information, form the basis for the current, USEPA-approved O_3 SIP. However, since the USEPA could approve all or part of the 2007 AQMP for O_3 in the near future, the emissions from the proposed federal action are considered with respect to both the currently approved 1997/1999 SIP emission budgets and the 2007 SIP emission budgets.

7.2 Comparison of Project Emissions to 1997/1999 SIP Emission Budgets

Project-related NO_x emissions were compared to the total 1997/1999 SIP emission budgets for the Off-Road Equipment source category for the applicable milestone years. As illustrated in **Table 3**, the Project's NO_x emissions are significantly smaller than the NO_x emission inventories for the 1997/1999 SIP Off-Road Equipment source category.

Table 3
Comparison Of Direct Proposed Project Emissions With 1997/1999 AQMP Emission Budget for Heavy-Duty Non-Agricultural Diesel Mobile Equipment

Construction Year	SIP Emissions Budget[1]	Direct Project Emissions
	NO_x (tons/day)[2]	NO_x (tons/day)[3]
2008	13.80	0.25
2009	11.80	0.36
2010	9.80	0.34
2011	9.83	0.31
2012	9.86	0.51
2013	9.89	0.49
2014	9.93	0.00
2015	9.96	0.52
2016	9.99	0.24

[1] Emission budgets provided by Jill Whynot, Planning and Rules Manager, SCAQMD, July 11, 2007.

[2] NO_x emissions budget is the Planning (Ozone Season) daily emissions.

[3] Total maximum daily NOx emissions converted to tons/day including application of SCAQMD Rule 403 (Fugitive Dust), and conservatively including emissions from construction worker vehicles, which account for a small contribution. These NO_x emissions are primarily from off-road diesel equipment.

7.3 Comparison of Proposed Project Emissions to 2007 SIP Emission Budgets

Similarly, proposed Project-related NO_x emissions were compared to the total 2007 SIP emission budgets for the Off-Road Equipment source category for the applicable milestone years. As illustrated in **Table 4**, and provided in greater detail in **Table 5**, the proposed Project's NO_x emissions are also significantly smaller than the NOx emission inventories for the 2007 SIP Off-Road Equipment source category. The data in **Table 4** (and **Table 5**) do not include proposed Project emissions or emission budgets from off-site mobile sources associated with workers and delivery vehicles.[15]

7.4 Proposed Project Inclusion in Emission Budget and Inventory Assumptions

The off-road source category (*i.e.*, construction equipment) emissions included in the 2007 AQMP were calculated using on the ARB's November 1, 2006 off-road model. The emissions were based on updated off-road equipment population, activity and emission factors. Furthermore, the 2007 AQMP emission budgets were derived using growth factors with the year 2002 as the baseline year. Appendix III from the 2007 AQMP provides the following

[15] Off-site, construction-related emission sources (*e.g.*, construction worker commute trips, material delivery hauling trips, debris/spoils disposal hauling trips) are accounted for in the conforming 2004 SCAG Regional Transportation Plan, which is included in the SCAQMD 2007 AQMP (due to the extensive discussions of, and plans for growth in the SCAG region presented in that document). Those emissions, therefore, are excluded from this general conformity analysis. (40 CFR §93.158(a)(5)(ii)).

explanation regarding development of the emission budgets in the AQMP:

> "Information necessary to produce an emission inventory for the Basin is obtained from the AQMD and other governmental agencies, including CARB, California Department of Transportation (Caltrans), and Southern California Association of Governments (SCAG).
>
> Each of these agencies is responsible for collecting data (*e.g.*, industry growth factors, socio-economic projections, travel activity levels, emission factors, emission speciation profile, emissions) and developing methodologies (*e.g.*, model and demographic forecast improvements) required to generate a comprehensive emissions inventory. Entire statewide emissions inventories are compiled and maintained by CARB in its emission related information databases named California Emission Inventory Development and Reporting System (CEIDARS), and California Emission Forecasting and Planning Inventory System (CEFIS). CARB is the agency responsible for developing the emissions inventory for all the mobile sources.
>
> CARB provided on-road and off-road inventories from their EMFAC2007 V2.3 and Off-Road Models in the Final 2007 SCAG and is the primary agency for projecting the growth. Caltrans provides SCAG with information regarding highway projects. SCAG incorporates these data into their Travel Demand Model for estimating/projecting vehicle miles traveled (VMT) and speed. CARB's on-road inventory also relies on SCAG's VMT estimates."[16]

Because the Specific Plan was approved in 2003 and the AQMP off-road emissions were updated in 2006, it is prudent to assume that an approved project would be part of the SCAG's planning documents and projections that were used to develop the 2007 AQMP. Additionally, since the emission budgets in the 2007 AQMP were based on SCAG demographic projections and CARB emission models, the construction impacts associated with the Newhall Ranch Specific Plan (originally approved in 1999, and finally approved in 2003) were accounted for in the 2007 AQMP emission budgets. Moreover, the federal action would be a very small fraction of the applicable NO_x emission budgets; therefore, it is reasonable to conclude that the 2007 AQMP emission budgets can accommodate the Project together with all other emissions in the SCAB nonattainment area. Based on the aforementioned approval, timeline, and amount of the NO_x emissions, the Corps believes that the Specific Plan and the RMDP infrastructure improvements emissions are included in the most recent 2007 AQMP for the SCAB.

In addition, the proposed Project's off-site onroad mobile source NO_x emissions have been accounted for and included in SCAG's 2008 Regional Transportation Plan (RTP) and, therefore, in the SIP emission budgets.

[16] South Coast Air Quality Management District, *Final 2007 Air Quality Management Plan*, (2008), Appendix III, p. II-1-1 (2007); (http://www.aqmd.gov/aqmp/07aqmp/aqmp/Appendix_III.pdf).

Table 4
Comparison Of Direct Proposed Project Emissions With 2007 AQMP Emission Budget for Heavy-Duty Non-Agricultural Diesel Mobile Equipment

Construction Year	SIP Emissions Budget[1]	Direct Project Emissions[2]
	NO_x (tons/year)	NO_x (tons/year)
2008	69,601.85	**29.89**
2009	NA	**31.28**
2010	62,736.20	**13.49**
2011	59,641.00	**18.93**
2012	NA	**35.65**
2013	NA	**34.00**
2014	50,088.95	0.00
2015	NA	**41.15**
2016	NA	9.42

[1] 2007 SCAQMP, Total Off-Road Equipment Code 860.

[2] Includes application of SCAQMD Rule 403 fugitive dust mitigation requirements. **Bold text** indicates years that exceed *de minimis* threshold, see **Table 2** above.

NA = Not available.

Table 4a
Comparison Of Direct Proposed Project Emissions With 2007 AQMP Emission Budget for Heavy-Duty Non-Agricultural Diesel Mobile Equipment (Alternate Schedule)

Construction Year	SIP Emissions Budget[1]	Direct Project Emissions[2]
	NO_x (tons/year)	NO_x (tons/year)
2010	62,736.20	**29.89**
2011	59,641.00	**31.28**
2012	NA	**13.49**
2013	NA	**18.93**
2014	50,088.95	**35.65**
2015	NA	**34.00**
2016	NA	0.00
2017	41,106.30	**41.15**
2018	NA	9.42

[1] 2007 SCAQMP, Total Off-Road Equipment Code 860.

[2] Includes application of SCAQMD Rule 403 fugitive dust mitigation requirements, but conservatively does not include any reductions in emissions factors based on the alternate dates. **Bold text** indicates years that exceed *de minimis* threshold, see **Table 2** above.

NA = Not available.

7.5 Projected Emissions are a Small Fraction of Approved Budget

Tables 3, **4, 4a,** and **5** illustrate that NO_x emissions from the proposed federal action are a very small fraction of the applicable NO_x emission budgets in both the 1997/1999 and 2007 SIPs.[17] With respect to the 2007 SIP, for all milestone years under the 2008-2016 schedule, proposed NO_x emissions of the source category would produce a maximum of 0.04 percent of the corresponding SIP emission source category. Under the 2010-2018 schedule, proposed NOx emissions of the source category would produce a maximum of 0.1 percent of the corresponding SIP emission source category in the maximum project emissions year, which also corresponds to a milestone year.

In addition, the recent economic downturn has resulted in delays to some construction activities that would otherwise have occurred during the 2007 AQMP timelines. Thus, some of the projected emissions for the SCAB have not occurred in the anticipated timeframes, creating an even greater margin within which the proposed Project emissions are accommodated.

7.6 2007 AQMP Constitutes a Commitment to Revise the SIP

Under 40 C.F.R. § 93.158(a)(5)(i)(B), a positive conformity determination can be made where a state makes a commitment to revise its SIP in a way that accommodates the federal action. As discussed above, the 2007 AQMP emission budgets can accommodate the proposed Project together with all other emissions in the SCAB nonattainment area. Thus, in addition to proposed Project emissions comprising a very small fraction of the applicable NO_x emission budgets in both the 1997/1999 SIP and 2007 AQMP, the 2007 AQMP also represents a commitment by the state to revise the SIP in a way that accommodates additional growth in the SCAB, including the subject federal action.

The operative regulation outlines five elements for such a commitment; and, as discussed herein, all five of those elements are satisfied by the 2007 AQMP in relation to this federal action.[18]

(1) A specific schedule for adoption and submittal of a revision to the SIP that would achieve the needed emissions reductions prior to the time emissions from the federal action would occur.

Here, a "specific schedule" would not be necessary because the necessary SIP revisions were submitted to the USEPA in November 2007.

(2) Identification of specific measures for incorporation into the SIP that would result in a level of emissions which, together with all other emissions in the nonattainment or maintenance area, would not exceed any emissions budget specified in the applicable SIP.

The 2007 AQMP contains specific control measures and strategies to demonstrate attainment of the 1997 8-hour ozone standard in the SCAB.

(3) A demonstration that all existing applicable SIP requirements are being implemented in the area for the pollutants affected by the federal action, and that local authority to implement additional requirements has been fully pursued.

[17] The 2007 SIP has not yet been approved by the USEPA. However, it has been adopted by the ARB and represents the latest plan available.

[18] 40 C.F.R. § 93.158(a)(5)(i)(B).

The 2007 AQMP discusses plan implementation, documents the progress that SCAQMD and CARB have made in adopting control measures, and demonstrates that there are no other measures that could be adopted to advance the attainment date.

(4) A determination that the responsible federal agencies have required all reasonable mitigation measures associated with their action.

The SCAQMD provided comments on the Draft EIS/EIR, including recommendations to revise and supplement the mitigation measures included as part of the proposed Project. The proposed Project's air quality mitigation measures were revised in response to the SCAQMD's comments. Thus, it can be concluded that the proposed Project now includes all reasonable mitigation measures.

(5) Written documentation, including all air quality analyses, supporting the conformity determination.

The 2007 AQMP contains detailed emissions modeling information to support the emission baseline and budget calculations for the SCAB. In addition, Section 4.7 of the EIS/EIR and related appendices include detailed information regarding the construction emissions addressed in this draft determination.

In summary, the 2007 AQMP represents a commitment by the state to revise the SIP in a way that accommodates additional growth and construction activities in the SCAB, including those included in the subject federal action.

7.7 Conformity Determination

Pursuant to the general conformity regulations (40 C.F.R. § 93.158), this Draft General Conformity Determination is being provided to demonstrate that the RMDP infrastructure improvements will conform with the California SIP. First, however, emission levels of VOCs, CO, SOx, PM10, and PM2.5 are below the *de minimis* thresholds and would not be regionally significant. Therefore, the federal action is not subject to a general conformity determination for those pollutants. Second, not only will the proposed Project necessarily comply with all state and regional rules and regulations designed to bring the state into compliance with the NAAQS, the Corps believes that proposed Project-related NOx emissions are within and conform to the corresponding SIP emission budgets established for the SCAB for the following reasons:

- The estimated proposed Project emissions represent only a small percentage of the emission budgets from the USEPA-approved 1997/1999 SIP, and the 2007 SIP.
- The Specific Plan was originally approved in 1999 and finally approved in 2003; therefore, emissions associated with construction of the infrastructure necessary to support the Specific Plan, which are the subject of this draft determination, were incorporated into SCAG population projections that were used to develop the 2007 SIP emission budgets.

In summary, the Corps hereby concludes that the proposed federal action conforms to the purpose of the approved SIP and is consistent with all applicable requirements.

8.0 MITIGATION

As identified in **Tables 3**, **4**, and **4a** above, the Federal action, as evaluated in this analysis, assumes application of SCAQMD Rule 403 for fugitive dust. Thus, the federal action incorporates SCAQMD's Rule 403.

No mitigation, as defined under the General Conformity Regulations (40 C.F.R. § 93.160), is required to support a positive general conformity determination. However, the Corps recognizes that Los Angeles County previously imposed mitigation measures to minimize impacts to air quality as part of its adoption of the Specific Plan and WRP. These measures are specified by the certified Newhall Ranch Specific Plan Program EIR and the adopted Mitigation Monitoring Plans for the Specific Plan and WRP (May 2003) and were included in **Section 4.7** of the EIS/EIR along with several additional air quality project design features/mitigation measures.

As discussed above, the Corps cannot practicably control emissions from and would not maintain control over activities beyond the RMDP infrastructure improvements, and therefore, the direct and indirect construction and operation emissions associated with the overall land use development in the Specific Plan, which will be facilitated by the RMDP, are not included in this draft conformity determination.

Table 5
Comparison of Project Emissions and 2007 SIP Emissions Budgets

Construction Year	Areas of Activity	Pollutant					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2008							
	Project Direct Annual Construction Emissions[1] for General Conformity Determination (tons/year)	3.09	29.85	12.17	0.03	15.45	4.02
	SIP Emissions budgets[2] in year 2008 (tons/day)						
	Total Architectural Coatings and Related Solvent (code 520)	101.83					
	Total Asphalt Paving/Roofing (code 540)	0.88					
	Total Construction and Demolition (code 630)					49.83	4.99
	Total Paved Road Dust (code 640)					122.28	18.46
	Total Unpaved Road Dust (code 645)					10.31	1.02
	Total Fugitive Windblown Dust (code 650)					2.29	0.34
	Total Off-Road Equipment (code 860)	79.91	190.69	674.97	0.18	11.65	10.47
	Total Onroad Vehicles	210.35	435.34	2,115.74	2.10	24.90	17.75
	SIP Emissions Budget Subtotal (tons/year)	143,434.05	228,500.95	1,018,609.15	832.20	80,759.90	19,355.95
	Ten Percent of SIP Emissions Budgets (tons/year)	14,343.41	22,850.10	101,860.92	83.22	8,075.99	1,935.60
	Exceed Ten Percent of SIP Emissions Budgets?	No	No	No	No	No	No
	Fraction of SIP Emissions Budgets (Exclude Onroad Emissions)	0.005%	0.043%	0.005%	0.038%	0.022%	0.031%
	General Conformity Thresholds (tons/year)	10	10	100	100	70	100
	Exceed General Conformity Thresholds?	No	Yes	No	No	No	No
2009							
	Project Direct Annual Construction Emissions[1] for General Conformity Determination (tons/year)	3.25	31.22	12.43	0.03	9.50	2.83
	SIP Emissions budgets[2] in year 2009 (tons/day)			NA[3]			
	Total Architectural Coatings and Related Solvent (code 520)						
	Total Asphalt Paving/Roofing (code 540)						
	Total Construction and Demolition (code 630)						

Table 5
Comparison of Project Emissions and 2007 SIP Emissions Budgets

Construction Year	Areas of Activity	Pollutant					
		VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
	Total Paved Road Dust (code 640)						
	Total Unpaved Road Dust (code 645)						
	Total Fugitive Windblown Dust (code 650)						
	Total Off-Road Equipment (code 860)						
	Total Onroad Vehicles						
	SIP Emissions Budget Subtotal (tons/year)						
	Ten Percent of SIP Emissions Budgets (tons/year)						
	Exceed Ten Percent of SIP Emissions Budgets?						
	Fraction of SIP Emissions Budgets (Exclude Onroad Emissions)						
	General Conformity Thresholds (tons/year)	10	10	100	100	70	100
	Exceed General Conformity Thresholds?	No	Yes	No	No	No	No
2010							
	Project Direct Annual Construction Emissions[1] for General Conformity Determination (tons/year)	1.42	13.47	5.28	0.01	2.87	0.97
	SIP Emissions budgets[2] in year 2010 (tons/day)						
	Total Architectural Coatings and Related Solvent (code 520)	23.13					
	Total Asphalt Paving/Roofing (code 540)	0.93					
	Total Construction and Demolition (code 630)					52.87	5.30
	Total Paved Road Dust (code 640)					123.38	18.63
	Total Unpaved Road Dust (code 645)					10.28	1.02
	Total Fugitive Windblown Dust (code 650)					2.19	0.33
	Total Off-Road Equipment (code 860)	72.31	171.88	671.87	0.18	10.55	9.46
	Total Onroad Vehicles	182.19	386.72	1,817.62	2.11	24.33	17.35
	SIP Emissions Budget Subtotal (tons/year)	101,674.40	203,889.00	908,663.85	835.85	81,614.00	19,012.85

Table 5
Comparison of Project Emissions and 2007 SIP Emissions Budgets

Construction Year	Areas of Activity	Pollutant					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	Ten Percent of SIP Emissions Budgets (tons/year)	10,167.44	20,388.90	90,866.39	83.59	8,161.40	1,901.29
	Exceed Ten Percent of SIP Emissions Budgets?	No	No	No	No	No	No
	Fraction of SIP Emissions Budgets (Exclude Onroad Emissions)	0.004%	0.021%	0.002%	0.020%	0.004%	0.008%
	General Conformity Thresholds (tons/year)	10	10	100	100	70	100
	Exceed General Conformity Thresholds?	No	Yes	No	No	No	No
2011							
	Project Direct Annual Construction Emissions[1] for General Conformity Determination (tons/year)	2.05	18.90	7.88	0.02	8.24	2.25
	SIP Emissions budgets[2] in year 2011 (tons/day)						
	Total Architectural Coatings and Related Solvent (code 520)	23.40					
	Total Asphalt Paving/Roofing (code 540)	0.95					
	Total Construction and Demolition (code 630)					54.31	5.44
	Total Paved Road Dust (code 640)					123.97	18.72
	Total Unpaved Road Dust (code 645)					10.28	1.02
	Total Fugitive Windblown Dust (code 650)					2.15	0.32
	Total Off-Road Equipment (code 860)	68.95	163.40	672.65	0.18	10.00	8.95
	Total Onroad Vehicles	171.66	361.40	1,700.81	2.15	24.34	17.30
	SIP Emissions Budget Subtotal (tons/year)	96,710.40	191,552.00	866,312.90	850.45	82,143.25	18,888.75
	Ten Percent of SIP Emissions Budgets (tons/year)	9,671.04	19,155.20	86,631.29	85.05	8,214.33	1,888.88
	Exceed Ten Percent of SIP Emissions Budgets?	No	No	No	No	No	No
	Fraction of SIP Emissions Budgets (Exclude Onroad Emissions)	0.006%	0.032%	0.003%	0.029%	0.011%	0.018%
	General Conformity Thresholds (tons/year)	10	10	100	100	70	100
	Exceed General Conformity Thresholds?	No	Yes	No	No	No	No
2012							

Table 5
Comparison of Project Emissions and 2007 SIP Emissions Budgets

Construction Year	Areas of Activity	Pollutant					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	Project Direct Annual Construction Emissions[1] for General Conformity Determination (tons/year)	3.83	35.60	13.58	0.04	8.60	2.73
	SIP Emissions budgets[2] in year 2012 (tons/day)						
	Total Architectural Coatings and Related Solvent (code 520)						
	Total Asphalt Paving/Roofing (code 540)						
	Total Construction and Demolition (code 630)						
	Total Paved Road Dust (code 640)						
	Total Unpaved Road Dust (code 645)						
	Total Fugitive Windblown Dust (code 650)			NA[3]			
	Total Off-Road Equipment (code 860)						
	Total Onroad Vehicles						
	SIP Emissions Budget Subtotal (tons/year)						
	Ten Percent of SIP Emissions Budgets (tons/year)						
	Exceed Ten Percent of SIP Emissions Budgets?						
	Fraction of SIP Emissions Budgets (Exclude Onroad Emissions)						
	General Conformity Thresholds (tons/year)	10	10	100	100	70	100
	Exceed General Conformity Thresholds?	No	Yes	No	No	No	No
2013							
	Project Direct Annual Construction Emissions[1] for General Conformity Determination (tons/year)	3.73	33.95	12.96	0.04	20.03	5.05
	SIP Emissions budgets[2] in year 2013 (tons/day)			NA[3]			
	Total Architectural Coatings and Related Solvent (code 520)						
	Total Asphalt Paving/Roofing (code 540)						
	Total Construction and Demolition (code 630)						
	Total Paved Road Dust (code 640)						

Table 5
Comparison of Project Emissions and 2007 SIP Emissions Budgets

Construction Year	Areas of Activity	Pollutant					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	Total Unpaved Road Dust (code 645)						
	Total Fugitive Windblown Dust (code 650)						
	Total Off-Road Equipment (code 860)						
	Total Onroad Vehicles						
	SIP Emissions Budget Subtotal (tons/year)						
	Ten Percent of SIP Emissions Budgets (tons/year)						
	Exceed Ten Percent of SIP Emissions Budgets?						
	Fraction of SIP Emissions Budgets (Exclude Onroad Emissions)						
	General Conformity Thresholds (tons/year)	10	10	100	100	70	100
	Exceed General Conformity Thresholds?	No	Yes	No	No	No	No
2014							
	Project Direct Annual Construction Emissions[1] for General Conformity Determination (tons/year)	-	-	-	-	-	-
	SIP Emissions budgets[2] in year 2014 (tons/day)						
	Total Architectural Coatings and Related Solvent (code 520)	24.19					
	Total Asphalt Paving/Roofing (code 540)	1.02					
	Total Construction and Demolition (code 630)					58.68	5.88
	Total Paved Road Dust (code 640)					125.76	18.99
	Total Unpaved Road Dust (code 645)					10.26	1.02
	Total Fugitive Windblown Dust (code 650)					2.03	0.30
	Total Off-Road Equipment (code 860)	60.51	137.23	687.69	0.19	7.99	7.10
	Total Onroad Vehicles	144.06	292.24	1,392.93	2.22	24.01	16.83
	SIP Emissions Budget Subtotal (tons/year)	83,869.70	156,756.55	759,426.30	879.65	83,486.45	18,293.80
	Ten Percent of SIP Emissions Budgets (tons/year)	8,386.97	15,675.66	75,942.63	87.97	8,348.65	1,829.38

Table 5
Comparison of Project Emissions and 2007 SIP Emissions Budgets

Construction Year	Areas of Activity	Pollutant					
		VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
	Exceed Ten Percent of SIP Emissions Budgets?	No	No	No	No	No	No
	Fraction of SIP Emissions Budgets (Exclude Onroad Emissions)	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
	General Conformity Thresholds (tons/year)	10	10	100	100	70	100
	Exceed General Conformity Thresholds?	No	No	No	No	No	No
2015							
	Project Direct Annual Construction Emissions[1] for General Conformity Determination (tons/year)	4.87	41.08	16.92	0.06	28.13	6.92
	SIP Emissions budgets[2] in year 2015 (tons/day)						
	Total Architectural Coatings and Related Solvent (code 520)						
	Total Asphalt Paving/Roofing (code 540)						
	Total Construction and Demolition (code 630)						
	Total Paved Road Dust (code 640)						
	Total Unpaved Road Dust (code 645)						
	Total Fugitive Windblown Dust (code 650)			NA[3]			
	Total Off-Road Equipment (code 860)						
	Total Onroad Vehicles						
	SIP Emissions Budget Subtotal (tons/year)						
	Ten Percent of SIP Emissions Budgets (tons/year)						
	Exceed Ten Percent of SIP Emissions Budgets?						
	Fraction of SIP Emissions Budgets (Exclude Onroad Emissions)						
	General Conformity Thresholds (tons/year)	10	10	100	100	70	100
	Exceed General Conformity Thresholds?	No	Yes	No	No	No	No
2016							

Table 5
Comparison of Project Emissions and 2007 SIP Emissions Budgets

Construction Year	Areas of Activity	Pollutant					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	Project Direct Annual Construction Emissions[1] for General Conformity Determination (tons/year)	1.15	9.40	4.04	0.01	7.00	1.70
	SIP Emissions budgets[2] in year 2016 (tons/day)						
	Total Architectural Coatings and Related Solvent (code 520)						
	Total Asphalt Paving/Roofing (code 540)						
	Total Construction and Demolition (code 630)						
	Total Paved Road Dust (code 640)						
	Total Unpaved Road Dust (code 645)						
	Total Fugitive Windblown Dust (code 650)			NA[3]			
	Total Off-Road Equipment (code 860)						
	Total Onroad Vehicles						
	SIP Emissions Budget Subtotal (tons/year)						
	Ten Percent of SIP Emissions Budgets (tons/year)						
	Exceed Ten Percent of SIP Emissions Budgets?						
	Fraction of SIP Emissions Budgets (Exclude Onroad Emissions)						
	General Conformity Thresholds (tons/year)	10	10	100	100	70	100
	Exceed General Conformity Thresholds?	No	No	No	No	No	No

Notes:

1. Some mitigation of fugitive dust emissions has been applied to the Project emission values, and values have been rounded to the nearest hundredth. Numbers may vary slightly as compared to **Table 2** due to rounding.

2. Sources: Appendix III in 2007 AQMP, SCAQMD (http://www.aqmd.gov/aqmp/07aqmp/aqmp/Appendix_III.pdf).

3. NA = not available.