

County. Therefore, mobile source emissions from vehicle use associated with the proposed project would be from different VMT under various project alternatives at the particular average speed for that scenario.

Table 4.7.A lists the emissions of CO, ROC, NO_x, and PM₁₀ for the 2025 Baseline (No Project) and the HCLE Corridor build alternatives. The emissions, in tons, were calculated for four different time periods in a day: morning peak hour (AM), mid-day (MD), afternoon peak hour (PM), and nighttime (NT). Emissions estimated for these four time periods were then combined to show the daily (Daily) total under each project alternative. Although these daily total emissions do not include 24 hours of emissions, comparison between the project alternatives can be made based on these estimates. Emissions were calculated based on the VMT on the affected roadway links, average speed on each link, and the EMFAC7G emission factors (2020 data with Riverside vehicle mix provided by SCAG). Because the difference in VMT between Alternatives 1a and 1b, 5c and 5e, and 6a and 6b is small, emissions associated with these three pairs of project alternatives are considered the same and they are grouped together. In addition, the change from the 2025 Baseline in terms of tons per day and percentage were also shown.

Table 4.7.A shows that all the changes are less than four percent from the baseline level. Net changes in daily emissions from the 2025 Base would exceed the daily emissions threshold for CO and NO_x under all project build alternatives. Net changes in daily emissions from the 2025 Base would be below the daily emissions threshold for PM₁₀ under all project build alternatives. Net changes in ROC emissions from 2025 Base would exceed the daily emissions thresholds under Alternatives 1a, 1b, 5d, 6a, 6b, and H1, and would be below the daily emissions thresholds under Alternatives 4c, 5c, 5a, H1, and H3. The following lists the project alternatives in the order from highest to lowest emissions under each pollutant.

CO: Alt 1a & Alt 1b, Alt H1, Alt 4c, Alt H3, Alt 5a, Alt 5c & Alt 5e, Alt 5b, Alt 6a & Alt 6b, Alt 5d, 2025 Base
ROC: 2025 Base, Alt 5a, Alt 5c & Alt 5e, Alt 4c, Alt 5b, Alt 5d, Alt 6a & Alt 6b, Alt H1, Alt 1a & Alt 1b, Alt H3
NO_x: Alt 1a & Alt 1b, Alt H1, Alt H3, Alt 4c, Alt 5a, Alt 5c & Alt 5e, Alt 6a & Alt 6b, Alt 5b, Alt 5d, 2025 Base
PM₁₀: No measurable difference

Based on the emissions inventory analysis, all project build alternatives would potentially result in net changes in emissions levels from the 2025 Base that are projected to exceed the daily emissions thresholds established for CO, NO_x, and ROC.

4.7.2.3 Air Quality Conformity Analysis

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) made a conformity determination on the Southern California Association of Governments (SCAG) 2001 Regional Transportation Plan (RTP) on June 7, 2001. The FHWA/FTA made a conformity determination on the 2001 Regional Transportation Improvement Program (RTIP) on September 25, 2001.

Table 4.7.A - Western Riverside County Vehicular Emissions Summary (tons)¹ - Year 2025

	Alt	AM	MD	PM	NT	Daily	Change	(%)	VMT
CO	2025 Base	29.099	49.152	55.537	26.799	160.587	--	--	54,299,000
	Alts 1a & 1b	30.118	51.573	56.583	26.901	165.175	4.588	2.86%	55,734,000
	Alt 4c	29.653	50.005	56.122	27.034	162.813	2.226	1.39%	54,782,000
	Alt 5a	29.429	49.522	56.149	26.938	162.038	1.451	0.40%	54,624,000
	Alt 5b	29.299	49.214	55.771	26.923	161.208	0.621	0.39%	54,618,000
	Alts 5c & 5e	24.465	49.523	56.008	26.925	161.920	1.333	0.83%	54,627,000
	Alt 5d	29.211	49.218	55.556	26.920	160.905	0.317	0.20%	54,544,000
	Alts 6a & 6b	29.322	49.406	55.322	27.138	161.188	0.601	0.37%	54,705,000
	Alt H1	29.710	50.238	56.123	26.871	162.943	2.356	1.47%	54,865,000
	Alt H3	29.628	50.282	55.677	26.892	162.480	1.893	1.18%	54,880,000
ROC	2025 Base	0.883	1.420	1.859	0.745	4.907	--	--	55,299,000
	Alts 1a & 1b	0.876	1.422	1.824	0.736	4.858	-0.049	-1.00%	55,134,000
	Alt 4c	0.878	1.417	1.851	0.740	4.886	-0.021	-0.43%	54,782,000
	Alt 5a	0.879	1.413	1.857	0.742	4.891	-0.016	-0.32%	54,624,000
	Alt 5b	0.876	1.412	1.851	0.742	4.881	-0.026	-0.52%	54,618,000
	Alts 5c & 5e	0.879	1.416	1.853	0.742	4.889	-0.018	-0.36%	54,627,000
	Alt 5d	0.877	1.413	1.846	0.743	4.879	-0.028	-0.57%	54,544,000
	Alts 6a & 6b	0.878	1.411	1.840	0.742	4.871	-0.036	-0.74%	54,705,000
	Alt H1	0.878	1.416	1.830	0.739	4.864	-0.043	-0.89%	54,865,000

¹ Vehicular emissions for western Riverside County.

Table 4.7.A: Western Riverside County Vehicular Emissions Summary (tons) - Year 2025 Continued

	Alt	AM	MD	PM	NT	Daily	Change	(%)	VMT
	Alt H3	0.877	1.413	1.823	0.739	4.853	-0.054	-1.10%	54,880,000
NO _x	2025 Base	10.332	19.175	17.980	11.380	58.867	--	--	54,299,000
	Alts 1a & 1b	10.779	19.863	18.775	11.422	60.838	1.971	3.35%	54,134,000
	Alt 4c	10.545	19.503	18.328	11.489	59.865	0.998	1.70%	54,782,000
	Alt 5a	10.475	19.342	18.244	11.451	59.513	0.646	1.10%	54,624,000
	Alt 5b	10.460	19.281	18.236	11.445	59.421	0.555	0.94%	54,618,000
	Alts 5c & 5e	10.486	19.337	18.239	11.445	59.507	0.640	1.09%	54,627,000
	Alt 5d	10.437	19.275	18.143	11.443	59.298	0.431	0.73%	54,544,000
	Alts 6a & 6b	10.476	19.387	18.086	11.544	59.494	0.627	1.06%	54,705,000
	Alt H1	10.619	19.526	18.535	11.422	60.102	1.235	2.10%	54,865,000
	Alt H3	10.629	19.524	18.487	11.445	60.084	1.217	2.07%	54,880,000
PM ₁₀	2025 Base	0.209	0.375	0.398	0.215	1.197	--	--	54,299,000
	Alts 1a & 1b	0.210	0.375	0.400	0.213	1.197	0.000	0.00%	55,134,000
	Alt 4c	0.209	0.375	0.399	0.214	1.197	0.000	0.00%	54,782,000
	Alt 5a	0.209	0.374	0.399	0.214	1.197	0.000	0.00%	54,624,000
	Alt 5b	0.209	0.375	0.399	0.214	1.197	0.000	0.00%	54,618,000
	Alts 5c & 5e	0.210	0.375	0.399	0.214	1.197	0.000	0.00%	54,627,000
	Alt 5d	0.209	0.375	0.399	0.214	1.197	0.000	0.00%	54,544,000
	Alts 6a & 6b	0.210	0.375	0.398	0.215	1.197	0.000	0.00%	54,705,000
	Alt H1	0.210	0.374	0.399	0.213	1.197	0.000	0.00%	54,865,000
	Alt H3	0.210	0.374	0.400	0.214	1.197	0.000	0.00%	54,880,000

Source: TransCore, January 2002.

The action under consideration in this Tier 1 phase is route selection for the preservation of right-of-way. The CETAP corridors are listed as conceptual projects in the 2001 RTP, represented as broad corridors without the selection of a specific alternative that would be included in the modeling for the RTP. The components of the project that will be approved in the Tier 1 document are exempt under the Transportation Conformity Rule. These components are the identification and preservation of a transportation corridor. The exempt category in the Transportation Conformity Rule is “engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.” In addition, FHWA approval of the Tier 1 document would allow “emergency or hardship advance land acquisitions (23CFR712.204(d))”.

In order for FHWA to make a conformity determination, the project must come from a conforming transportation plan and program, and be included in the regional emissions analysis. This is expected after the Tier 1 document is approved by FHWA. The Tier 2 document will include the project-level CO analysis and the PM₁₀ qualitative analysis.

4.7.3 Potential Mitigation Measures to be Considered in Tier 2

The project will be required to comply with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures, so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below. Additional dust suppression measures in the SCAQMD CEQA Air Quality Handbook are included as part of the project’s mitigation. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM₁₀ component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Although the Tier 1 action is for right-of-way preservation, these measures will be required for future project construction.

Applicable Rule 403 Measures:

- C Apply nontoxic chemical soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- C Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earth moving).
- C All trucks hauling dirt, sand, soil, or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section 23114 (freeboard means vertical space between the top of the load and top of the trailer).
- C Pave construction access roads at least 100 feet onto the site from main road.
- C Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.