

Riverside County, the vehicle miles traveled (VMT) may vary under different project alternatives. Therefore, mobile source emissions from vehicle use associated with the proposed project would be from different VMT under various project alternatives.

Table 4.7.A lists the emissions of CO, ROC, NO_x, and PM₁₀ for the 2025 Baseline (No Project) and the WT 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 1 and 3, and between Alternatives 7a and 7b is small, emissions associated with those 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 two 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 Alternative 5b, and would be below the daily emissions thresholds under Alternatives 1, 3, 5a, 7a, 7b, and H. The following lists the project alternatives in the order from highest to lowest emissions under each pollutant.

CO: Alt 5b, Alt 5a, Alts 7a & 7b, Alts 1 & 3, Alt H, 2025 Base
ROC: 2025 Base, Alts 1 & 3, Alts 7a & 7b, Alt 5b, Alt H, Alt 5a
NO_x: Alt 5a, Alt 5b, Alts 7a & 7b, Alts 1 & 3, Alt H, 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 and NO_x.

4.7.2.3 Air Quality Conformity

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.

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

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 1 & 3	29.278	49.400	55.865	26.842	161.385	0.798	0.50%	54,436,000
	Alt 5a	28.490	49.782	56.103	27.006	162.382	1.794	1.12%	54,526,000
	Alt 5b	29.488	49.757	56.250	26.973	162.467	1.880	1.17%	54,501,000
	Alts 7a & 7b	29.292	49.593	55.598	26.976	161.459	0.872	0.54%	54,448,000
	Alt H	29.214	49.447	55.588	26.804	161.053	0.466	0.29%	54,334,000
ROC	2025 Base	0.883	1.420	1.859	0.745	4.907	--	--	54,299,000
	Alts 1 & 3	0.882	1.418	1.857	0.744	4.900	-0.007	-0.14%	54,436,000
	Alt 5a	0.882	1.419	1.845	0.744	4.889	-0.018	-0.36%	54,521,000
	Alt 5b	0.882	1.419	1.848	0.743	4.893	-0.014	-0.29%	54,501,000
	Alts 7a & 7b	0.881	1.420	1.851	0.744	4.895	-0.012	-0.24%	54,448,000
	Alt H	0.882	1.417	1.848	0.745	4.892	-0.015	-0.30%	54,334,000
NO _x	2025 Base	10.332	19.175	17.980	11.380	58.867	--	--	54,299,000
	Alts 1 & 3	10.414	19.263	18.128	11.400	59.205	0.339	0.58%	54,436,000
	Alt 5a	10.480	19.396	18.305	11.478	59.658	0.791	1.34%	54,521,000
	Alt 5b	10.460	19.383	18.332	11.461	59.635	0.769	1.31%	54,501,000
	Alts 7a & 7b	10.415	19.338	18.046	11.463	59.261	0.395	0.67%	54,448,000
	Alt H	10.377	19.281	18.128	11.381	59.167	0.300	0.51%	54,334,000
PM ₁₀	2025 Base	0.209	0.375	0.398	0.215	1.197	--	--	54,299,000

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
	Alts 1 & 3	0.209	0.375	0.399	0.214	1.197	0.000	0.00%	54,436,000
	Alt 5a	0.209	0.375	0.398	0.215	1.197	0.000	0.00%	54,521,000
	Alt 5b	0.209	0.375	0.398	0.215	1.197	0.000	0.00%	54,501,000
	Alts 7a & 7b	0.209	0.375	0.398	0.215	1.197	0.000	0.00%	54,448,000
	Alt H	0.209	0.375	0.399	0.215	1.197	0.000	0.00%	54,334,000

Source: TransCore, January 2002.

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 will be 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 proposed 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 ft onto the site from main road.
- C Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.