SART Phase IV, Reaches B & C Project
Emissions Assessment Update

To: Michael Perry, Supervising Planner, County of San Bernardino

Date: September 17, 2018

Subject: SART Phase IV, Reaches B & C Project Emissions Assessment Update

This memo has been prepared to provide a comparison between the criteria air pollutant and greenhouse gas (GHG) emission projections associated with the original Air Quality and Greenhouse Gas Emissions Assessment prepared for the SART Phase IV, Reaches B & C Project, dated July 2018, and recently revised SART Phase IV, Reaches B & C Project characteristics. Key differences between the Project components analyzed in the original Air Quality and Greenhouse Gas Emissions Assessment, dated July 2018, and the recently revised Project are shown in Table 1.

Table 1

Original July 2018 Project Design	Revised September 2018 Project Design	Difference
The trail would begin on the west side of Orange Street in the City of Redlands, and along a local trail known as the "Bluffs Trail" before transitioning on to the local city streets. The trail would travel south on River Bend Drive, east on Pioneer Avenue, and north back to the river bluff on Judson Street (east side of the street). From Judson Street, the trail would continue easterly on the river bluff on the north side of the Redlands Municipal Airport property until it reached Opal Avenue.	The revised design would remain the same as originally designed until Pioneer Avenue and Judson Street. Instead of traversing north on Judson Street, the trail would maintain its easterly course on Pioneer Avenue until reaching Dearborn Street, where the trail would turn south. The trail would continue southward along Dearborn Street until turning east on San Bernardino Avenue, where it would continue until reaching its new terminus at the corner of San Bernardino Avenue and Opal Avenue. These existing road surfaces would be widened were possible to accommodate a Class II dedicated bicycle lane and/or standard bicycle lane striping would be used to mark the alignment on the existing road surfaces (Class III). Additional portions of Pioneer Avenue and San Bernardino Avenue would be improved with curb and gutter or asphalt dike as part of the updated Project.	Instead of traversing north on Judson Street and then eastward along the northern boundary of the Redland Municipal Airport, the trail would be re-routed along existing city streets, expanding the length of the trail that runs adjacent to automotive facilities. The revised design would increase the length of the trail from 3.2 miles to 3.3 miles. However, the area of potential effect is reduced from 57.59 acres to 43.41 acres. The revised design would increase the amount of existing asphalt demolition and off-site hauling.

A comparison between the projected construction-generated emissions in the original Air Quality and Greenhouse Gas Emissions Assessment, dated July 2018, and the recently revised Project are shown in Table 2.

Table 2

Construction Year	Maximum Criteria Air Pollutants (pounds per day)						GHG Emissions (Metric Tons/ Year)
	Reactive Organic Gas	Nitrogen Oxide	Carbon Monoxide	Sulfur Dioxide	Coarse Particulate Matter	Fine Particulate Matter	Carbon Dioxide Equivalents
Original Project Design							
2020	18.05	97.90	108.01	0.26	11.87	6.00	999
Revised Project Design							
2020	18.27	97.11	97.53	0.22	9.95	5.46	933
Difference							
2020	+0.22	-0.79	-10.48	-0.04	-1.92	-0.54	-66
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*	--
Exceed SCAQMD Threshold?	No	No	No	No	No	No	No

Source: CalEEMod version 2016.3.2.

As shown, construction of the revised Project would generate less criteria air pollutant emissions of all pollutant species with the exception of reactive organic gases. Reactive organic gas emissions are projected to increase as a result of additional paint striping needed for the lengthened trail (3.2 miles to 3.3 miles). Emissions of GHG are also projected to decrease compared to the original Project design.

Conclusion

A comparison between the emission projections associated with the original Air Quality and Greenhouse Gas Emissions Assessment, dated July 2018, and the recently redesigned Project demonstrates that the recently redesigned Project would result in *less* emissions of all pollutants, with the exception of a negligible increase of reactive organic gas emissions. The redesigned Project does not result in a change to the impact determinations (i.e., "less than significant") contained in the Air Quality and Greenhouse Gas Emissions Assessment, dated July 2018. If you would like to discuss further, please contact me, Seth Myers at (530) 965-5925 or via e-mail at smyers@ecorpconsulting.com.

Sincerely,

Seth A. Myers

Seth Myers
Air Quality / Greenhouse Gas Analyst