

9. Other CEQA Considerations

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all aspects of a project (including planning, acquisition, development, and operation) be considered when evaluating the project's impact on the environment. Section 15126 also sets forth general content requirements for environmental impact reports (EIRs). This section identifies (1) significant irreversible environmental changes that would result from implementing the proposed project; (2) potential energy impacts of the proposed project.

9.1 SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROPOSED PROJECT

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. In the case of the proposed project, implementation would involve:

- Redirecting truck traffic and thus increasing average daily traffic on South Milliken Avenue, Philadelphia Avenue, East Mission Boulevard, Van Buren Boulevard, University Drive, and South Wineville Avenue (see Figure 5.1-2). The increased use on these roadways would increase the need for upgrades, improvements, and maintenance. Implementation of the project, however, would reduce truck traffic on other roadway segments, including Etiwanda Avenue and Country Village Road. The activities associated with the proposed project would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as sand and gravel, asphalt, copper, lead, other metals, water, and fossil fuels. The commitment of resources required for upgrades, improvements, and maintenance of the project would limit the availability of such resources for future generations or for other uses during the life of the project.

Given the low likelihood that the roadways would revert to lower intensity uses, the proposed project would generally commit future generations to these environmental changes. The commitment of resources to the proposed project is not unusual or inconsistent with projects of this type and scope. However, once these commitments are made, it is improbable that the roadway sections would revert back to their current condition. Thus, the proposed project would result in significant irreversible changes to the environment throughout the lifespan of the roadways.

9.2 ENERGY IMPACTS OF THE PROPOSED PROJECT

Section 21100(b)(3) of the California Environmental Quality Act (CEQA) requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing any inefficient, wasteful, and unnecessary consumption of energy. Although not specifically in

9. Other CEQA Considerations

Appendix G of the CEQA Guidelines, Appendix F of the CEQA Guidelines states that the goal of conserving energy implies the wise and efficient use of energy and the means of achieving this goal include 1) decreasing overall per capita energy consumption; 2) decreasing reliance on fossil fuels such as coal, natural gas and oil; and 3) increasing reliance on renewable energy sources. To address this issue, project-related energy impacts will be examined through analysis of the following questions:

- Would this project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed ordinance would consume transportation energy from the use of motor vehicles. Estimates of transportation energy use are based on the overall vehicle miles traveled (VMT) and related transportation energy use. It is anticipated that the proposed ordinance would result in a net annual increase of 993,881 miles per year (Refer to Appendix F *Traffic Analysis Study*), of which 959,695 miles per year is associated with passenger vehicles and 34,185 miles per year is associated with trucks and buses. Table 9-1, *Project Operation-Related Vehicle Fuel/Energy Usage*, shows the proposed ordinance’s use of energy based on VMT. As shown in this table, would result in a net increase in gallons of gasoline, diesel, and CNG fuel use and a net increase in 3,047 kWh per year of electricity compared to no project conditions.

Table 9-1 Project Operation-Related Vehicle Fuel/Energy Usage

Sources	Gas		Diesel		CNG		Energy ¹	
	VMT	Gallons	VMT	Gallons	VMT	Gallons	VMT	kWh
2018 Existing	580,323,354	21,059,425	62,458,622	6,736,163	341,422	100,416	3,142,824	1,056,506
2020 Without Project	637,539,814	21,256,678	24,596,391	2,242,320	122,447	37,717	6,133,307	2,049,447
2020 With Project	638,487,819	21,288,286	24,632,965	2,245,654	122,629	37,773	6,142,427	2,052,495
Net Change Due to Project	948,005	31,608	36,574	3,334	182	56	9,120	3,047

Source: CalEEMod 2016.3.2; EMFAC2017

Notes CNG: compressed natural gas; VMT: vehicle miles traveled; kWh: kilowatt-hour

¹ Electricity use from electric vehicles is based on the average electricity consumption available from the U.S. Department of Transportation (USDOT 2017).

Fuel consumption in trucks is regulated by Federal and State laws regarding average corporate fuel economy of vehicles. As vehicle turn over, the overall fuel economy of California’s vehicle fleets are improved. Additionally, one of the primary goals of CARB’s 2017 Scoping Plan is to provide clean transportation options for California residents. California is home to nearly half of the country’s zero-emission vehicles. Alternative fuel producers and oil companies are bringing more low carbon fuels to market than required by the Low Carbon Fuel Standard (LCFS). And, the State has invested in zero-emission vehicles and infrastructure, land use planning, and active transportation options such as walking and biking (CARB 2017). In January 2012, CARB approved the Advanced Clean Cars program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero electric vehicles into a single package of standards. Under California’s Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less global warming gases and 75 percent less smog-forming emissions (CARB 2011).

9. Other CEQA Considerations

The proposed ordinance would be consistent with the requirements of these energy-related regulations and would not result in wasteful or unnecessary fuel demands. Therefore, the proposed ordinance would not result in a significant impact related to transportation energy.

Furthermore, the City of Jurupa Valley and its surrounding areas are generally urbanized with available gasoline fuel facilities and infrastructure. Consequently, the proposed project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities.

9.2.1 References

- California Air Resources Board (CARB). 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target.
https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.
- . 2011, Facts About The Advanced Clean Car Program.
https://www.arb.ca.gov/msprog/zevprog/factsheets/advanced_clean_cars_eng.pdf.
- California Energy Commission (CEC). 2016, December 5. California Energy Demand Updated Forecast, 2017-2027. <https://efiling.energy.ca.gov/getdocument.aspx?tn=214635>.
- California Gas and Electric Utilities (CGEU). 2016, July. 2016 California Gas Report.
<https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf>.

9. Other CEQA Considerations

This page intentionally left blank.