

9.0 IRRETRIEVABLE AND IRREVERSIBLE COMMITMENT OF RESOURCES/ENERGY

Section 15126.2(c) of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) discuss significant adverse irreversible environmental changes that would be caused by implementation of the proposed project. In addition, irretrievable commitments of resources should be evaluated. Implementation of the proposed project would result in both short- and long-term commitments of natural resources. Also, in order to assure that energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (Appendix F of the CEQA Guidelines).

The proposed project includes the construction of a new Class I Bikeway, Riding and Hiking Trail, and associated amenities (e.g., trailheads, turnouts, and vista points) on the north and south banks of the Santa Ana River (SAR), between Gypsum Canyon Road Bridge and the Orange County boundary. A new Riding and Hiking Trail would be located parallel to the existing SAR Class I Bikeway that is located on the southern bank of the SAR, adjacent to State Route (SR) 91. A new parallel Class I Bikeway and Riding and Hiking Trail would extend through a portion of the existing Green River Golf Club toward the Burlington Northern Santa Fe (BNSF) Railroad, where the alignment would then follow the BNSF Railroad eastward to the Orange/San Bernardino County boundary. This new parallel Class I Bikeway and Riding and Hiking Trail would start approximately 0.15 mile upstream from the Coal Canyon off-ramp in Chino Hills State Park. Additionally, a new parallel Class I Bikeway and Riding and Hiking Trail would extend eastward from Gypsum Canyon Road Bridge on the northern bank of the SAR, adjacent to La Palma Avenue. Also, three bridges (narrow/non-vehicular) would be constructed, two of which would cross the SAR and would connect the new Class I Bikeway, the new Riding and Hiking Trail, and the existing SAR Class I Bikeway. Construction of the proposed project would require the commitment of nonrenewable and/or slowly renewable human resources, as well as natural resources such as sand, lumber and other forest products, concrete, asphalt and other building materials typically used in the construction of similar projects. There would be an irretrievable commitment of energy resources such as gasoline and diesel fuel for the operation of construction equipment during the construction phase of the proposed project. Because these types of resources are available in sufficient quantities in this region and the proposed project is of a limited scope with construction of a limited duration, the commitment of these types of resources to the construction of the proposed project is not anticipated to be an adverse impact. In addition, as discussed in Section 5.6 (Greenhouse Gas Emissions), the proposed project would comply with any mandate or standards set for by the California Air Resources Board (ARB) Scoping Plan, including measures related to the phasing-in of cleaner and more energy efficient technology for diesel engine fleets. Also, as discussed in Section 5.2 (Air Quality), during construction, the off-road construction diesel engines not registered under ARB's Statewide Portable Equipment Registration Program that have a rating of 50 horsepower (hp) or more, shall meet, at a minimum, the Tier 3 California Emissions Standards, unless such an engine is not available for a particular item of equipment, per implementation of Mitigation Measure AQ-1.

In addition, the proposed project would result in the long-term but minimal commitment of nonrenewable resources (e.g., fuel associated with maintenance vehicle trips) during the operation phase of the proposed project. As described in Section 3.0 (Project Description), operational maintenance activities associated with the proposed project would primarily be associated with the staging area, which would be operated by the County of Orange as a satellite facility. As such, maintenance activities would consist of daily trips for locking and unlocking the gate to the facility to maintain sunup to sundown hours. Weekly maintenance visits would be required for cleaning of the restrooms and horse corral and for overall facility inspection. However, the amounts of energy (fuel) used in operation of the proposed project

would be relatively small in relation to regional consumption, and sufficient quantities of fuel are anticipated to be available locally and in the region to accommodate this demand. Therefore, operation of the proposed project is not anticipated to result in a long-term adverse impact related to the commitment of resources and energy consumption.