
From: Steven Vettel <SVettel@fbm.com>
Sent: Wednesday, April 24, 2019 10:27 AM
To: Brian Schuster; Joe Kirchofer
Cc: Wietgreffe, Wade (CPC); Poling, Jeanie (CPC); Karl Heisler; Susan Yogi
Subject: Balboa Reservoir EIR - haul truck / vendor truck mitigation measure
Attachments: 2019-04-24 feasibility of potential AQ MM.PDF

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All, attached is the project sponsor's analysis setting forth the reasons that the potential AQ mitigation measure regarding haul trucks and vendor trucks is not feasible.

From: Brian Schuster [mailto:BSchuster@esassoc.com]
Sent: Wednesday, April 17, 2019 12:00 PM
To: Vettel, Steven (25) x4902; Joe Kirchofer
Cc: Wietgreffe, Wade (CPC); Poling, Jeanie (CPC); Karl Heisler; Susan Yogi
Subject: Balboa Reservoir EIR - haul truck / vendor truck mitigation measure

Steve,

Here is a potential vendor truck MM language; I combined it with haul trucks:

The project sponsor shall ensure that all on-road heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the project site, including heavy-duty construction trucks (such as haul trucks, water trucks, dump trucks, and concrete trucks), and all vendor trucks (such as construction material delivery trucks) be model year 2014 or newer.

If this is not feasible, please prepare a memo for the administrative record describing why it's not feasible to impose certain vendor truck mitigation. Please separately address the haul truck requirement and the vendor truck requirement (i.e. it may be feasible to do this for haul trucks but not for vendor trucks).

Thanks,
Brian

Brian Schuster
Senior Air Quality and Climate Change Consultant

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