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# **Moreno Valley Trade Center E-Commerce GREENHOUSE GAS ANALYSIS CITY OF MORENO VALLEY**

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JANUARY 7, 2021



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## LIST OF ABBREVIATED TERMS

%	Percent
°C	Degrees Celsius
°F	Degrees Fahrenheit
(1)	Reference
2017 Scoping Plan	Final 2017 Scoping Plan Update
AB	Assembly Bill
AB 32	Global Warming Solutions Act of 2006
AB 1493	Pavley Fuel Efficiency Standards
AB 1881	California Water Conservation Landscaping Act of 2006
Annex I	Industrialized Nations
APA	Administrative Procedure Act
AQIA	<i>Moreno Valley Trade Center Air Quality Impact Analysis</i>
BAU	Business As Usual
C <sub>2</sub> F <sub>6</sub>	Hexafluoroethane
C <sub>2</sub> H <sub>6</sub>	Ethane
C <sub>2</sub> H <sub>2</sub> F <sub>4</sub>	Tetrafluoroethane
C <sub>2</sub> H <sub>4</sub> F <sub>2</sub>	Ethylidene Fluoride
CAA	Federal Clean Air Act
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGAPS	California LBNL GHG Analysis of Policies Spreadsheet
CALGreen	California Green Building Standards Code
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resource Board
CBSC	California Building Standards Commission
CEC	California Energy Commission
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
<i>CEQA Guidelines</i>	<i>2019 CEQA Statute and Guidelines</i>
CDFA	California Department of Food and Agriculture
CF <sub>4</sub>	Tetrafluoromethane
CFC	Chlorofluorocarbons

CFC-113	Trichlorotrifluoroethane
CH <sub>4</sub>	Methane
City	City of Moreno Valley
CNRA	California Natural Resources Agency
<i>CNRA 2009</i>	<i>2009 California Climate Adaptation Strategy</i>
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon Dioxide Equivalent
Convention	United Nation’s Framework Convention on Climate Change
COP	Conference of the Parties
CPUC	California Public Utilities Commission
CRRC	Cool Roof Rating Council
CTC	California Transportation Commission
DOF	Department of Finance
DWR	Department of Water Resources
EER	Energy Efficiency Ratio
EMFAC	Emission Factor Model
EPA	Environmental Protection Agency
EV	Electric Vehicle
FED	Functional Equivalent Document
GCC	Global Climate Change
Gg	Gigagram
GHGA	Greenhouse Gas Analysis
GO-Biz	Governor’s Office of Business and Economic Development
gpd	Gallons Per Day
gpm	Gallons Per Minute
GWP	Global Warming Potential
H <sub>2</sub> O	Water
HFC	Hydrofluorocarbons
HDT	Heavy-Duty Trucks
HFC-23	Fluoroform
HFC-134a	1,1,1,2-tetrafluoroethane
HFC-152a	1,1-difluoroethane
HHDT	Heavy-Heavy-Duty Trucks
hp	Horsepower
IBANK	California Infrastructure and Economic Development Bank
IPCC	Intergovernmental Panel on Climate Change
IRP	Integrated Resource Planning
ISO	Independent System Operator

ITE	Institute of Transportation Engineers
kWh	Kilowatt Hours
lbs	Pounds
LBNL	Lawrence Berkeley National Laboratory
LCA	Life-Cycle Analysis
LCD	Liquid Crystal Display
LCFS	Low Carbon Fuel Standard or Executive Order S-01-07
LDA	Light-Duty Auto
LDT1/LDT2	Light-Duty Trucks
LEV III	Low-Emission Vehicle
LHDT	Light-Heavy-Duty Trucks
LULUCF	Land-Use, Land-Use Change and Forestry
MD	Medium Duty
MDT	Medium-Duty Trucks
MDV	Medium-Duty Vehicles
MHDT	Medium-Heavy-Duty Trucks
MMR	Mandatory Reporting Rule
MMTCO <sub>2e</sub>	Million Metric Ton of Carbon Dioxide Equivalent
mpg	Miles Per Gallon
MPOs	Metropolitan Planning Organizations
MMTCO <sub>2e</sub> /yr	Million Metric Ton of Carbon Dioxide Equivalent Per Year
MT/yr	Metric Tons Per Year
MTCO <sub>2e</sub>	Metric Ton of Carbon Dioxide Equivalent
MTCO <sub>2e</sub> /yr	Metric Ton of Carbon Dioxide Equivalent Per Year
MVU	Moreno Valley Electric Utility
MW	Megawatts
MWh	Megawatts Per Hour
MWELO	California Department of Water Resources' Model Water Efficient
N <sub>2</sub> O	Nitrous Oxide
NDC	Nationally Determined Contributions
NF <sub>3</sub>	Nitrogen Trifluoride
NHTSA	National Highway Traffic Safety Administration
NIOSH	National Institute for Occupational Safety and Health
NO <sub>x</sub>	Nitrogen Oxides
Non-Annex I	Developing Nations
OAL	Office of Administrative Law
OPR	Office of Planning and Research

PFC	Perfluorocarbons
ppb	Parts Per Billion
ppm	Parts Per Million
ppt	Parts Per Trillion
Project	Moreno Valley Trade Center E-Commerce
RPS	Renewable Portfolio Standards
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient Vehicles Rule
SAR	Second Assessment Report
SB	Senate Bill
SB 32	California Global Warming Solutions Act of 2006
SB 375	Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies
SB 1078	Renewable Portfolio Standards
SB 1368	Statewide Retail Provider Emissions Performance Standards
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
Scoping Plan	California Air Resources Board Climate Change Scoping Plan
SCS	Sustainable Communities Strategy
sf	Square Feet
SF <sub>6</sub>	Sulfur Hexafluoride
SGC	Strategic Growth Council
SHGC	Solar Heat Gain Coefficient
SLPS	Short-Lived Climate Pollutant Strategy
SP	Service Population
SWCRB	State Water Resources Control Board
TDM	Transportation Demand Management
TIA	<i>Moreno Valley Trade Traffic Impact Analysis</i>
Title 20	Appliance Energy Efficiency Standards
Title 24	California Building Code
U.N.	United Nations
U.S.	United States
UNFCCC	United Nations' Framework Convention on Climate Change
URBEMIS	Urban Emissions
UTR	Utility Tractors
VFP	Vehicle Fueling Positions



VMT	Vehicle Miles Traveled
WCI	Western Climate Initiative
WRI	World Resources Institute
ZE/NZE	Zero and Near-Zero Emissions
ZEV	Zero-Emissions Vehicles

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## EXECUTIVE SUMMARY

### ES.1 SUMMARY OF FINDINGS

The results of this *Moreno Valley Trade Center E-Commerce Greenhouse Gas Analysis* (GHGA) is summarized below based on the significance criteria in Section 3 of this report consistent with Appendix G of the *California Environmental Quality Act (CEQA) Guidelines* (CEQA Guidelines (1). Table ES-1 shows the findings of significance for potential greenhouse gas (GHG) impacts under CEQA.

**TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS**

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
GHG Impact #1: The Project would not generate direct or indirect GHG emission that would result in a significant impact on the environment.	3.8	<i>Potentially Significant</i>	<i>Significant and Unavoidable</i>
GHG Impact #2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.	3.8	<i>Potentially Significant</i>	<i>Significant and Unavoidable</i>

### ES.2 PROJECT REQUIREMENTS

The Project would be required to comply with regulations imposed by the State of California and the South Coast Air Quality Management District (SCAQMD) aimed at the reduction of air pollutant emissions. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of GHG emissions include:

- Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32) (2).
- Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (Senate Bill (SB) 375) (3).
- Pavley Fuel Efficiency Standards (AB 1493). Establishes fuel efficiency ratings for new vehicles (4).
- California Building Code (Title 24 California Code of Regulations (CCR)). Establishes energy efficiency requirements for new construction (5).
- Appliance Energy Efficiency Standards (Title 20 CCR). Establishes energy efficiency requirements for appliances (6).
- Low Carbon Fuel Standard (LCFS). Requires carbon content of fuel sold in California to be 10 percent (%) less by 2020 (7).
- California Water Conservation in Landscaping Act of 2006 (AB 1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or

equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes (8).

- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions (9).
- Renewable Portfolio Standards (SB 1078 – also referred to as RPS). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20% by 2010 and 33% by 2020 (10).
- California Global Warming Solutions Act of 2006 (SB 32). Requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15 (11).

Promulgated regulations that will affect the Project's emissions are accounted for in the Project's GHG calculations provided in this report. In particular, AB 1493, LCFS, and RPS, and therefore are accounted for in the Project's emission calculations.

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# 1 INTRODUCTION

This report presents the results of the GHGA prepared by Urban Crossroads, Inc., for the proposed Moreno Valley Trade Center E-Commerce (Project). The purpose of this GHGA is to evaluate Project-related construction and operational emissions and determine the level of GHG impacts as a result of constructing and operating the Project.

## 1.1 SITE LOCATION

The proposed project is located in the eastern portion of the City of Moreno Valley in the County of Riverside. The project is 71.65 net acres and is bounded to the north by Eucalyptus Avenue, the west by Quincy Street (the Quincy channel), the south by Encilia Avenue and the east by Redlands Boulevard. The Project location is shown on Exhibit 1-A.

The project is surrounded by varied land uses. To the north the properties are zoned for Light Industrial District (LI) uses and Community Commercial (CC) District. Aldi's logistics building was recently constructed and is in operation while the commercially designated parcel remains vacant. To the east the properties are within the approved World Logistics Center Specific Plan and are planned for logistics use. To the south the properties are zoned Residential Agriculture 2 (RA2) District, most of which are already developed with houses. To the west the properties are zoned Residential Agriculture 2 (RA2) District and Residential 5 (R5) District and are vacant.

## 1.2 PROJECT DESCRIPTION

The Project envisions the development of the site for 1,332,380 square feet (sf) of E-Commerce warehouse uses, as shown on Exhibit 1-B. The Project is anticipated to be constructed and occupied by 2022<sup>1</sup>. Truck access to and from the project site will be restricted to three project driveways. These driveways include the two driveways on Eucalyptus Avenue, and the southernmost driveway on Redlands Boulevard. The western driveway on Eucalyptus Avenue will include inbound/outbound access for autos/trucks and the eastern driveway will be restricted to outbound truck traffic only. The southernmost driveway on Redlands Boulevard will allow inbound truck traffic, but will restrict outbound truck traffic via onsite features such as a pork-chop designed driveway, signage posted at the driveway exit prohibiting outbound truck traffic, or other measures based on discussion with City staff. The two driveways on Redlands Boulevard will be restricted to right-in/right-out access only for autos and the four driveways on Encilia Avenue will be full-access for autos.

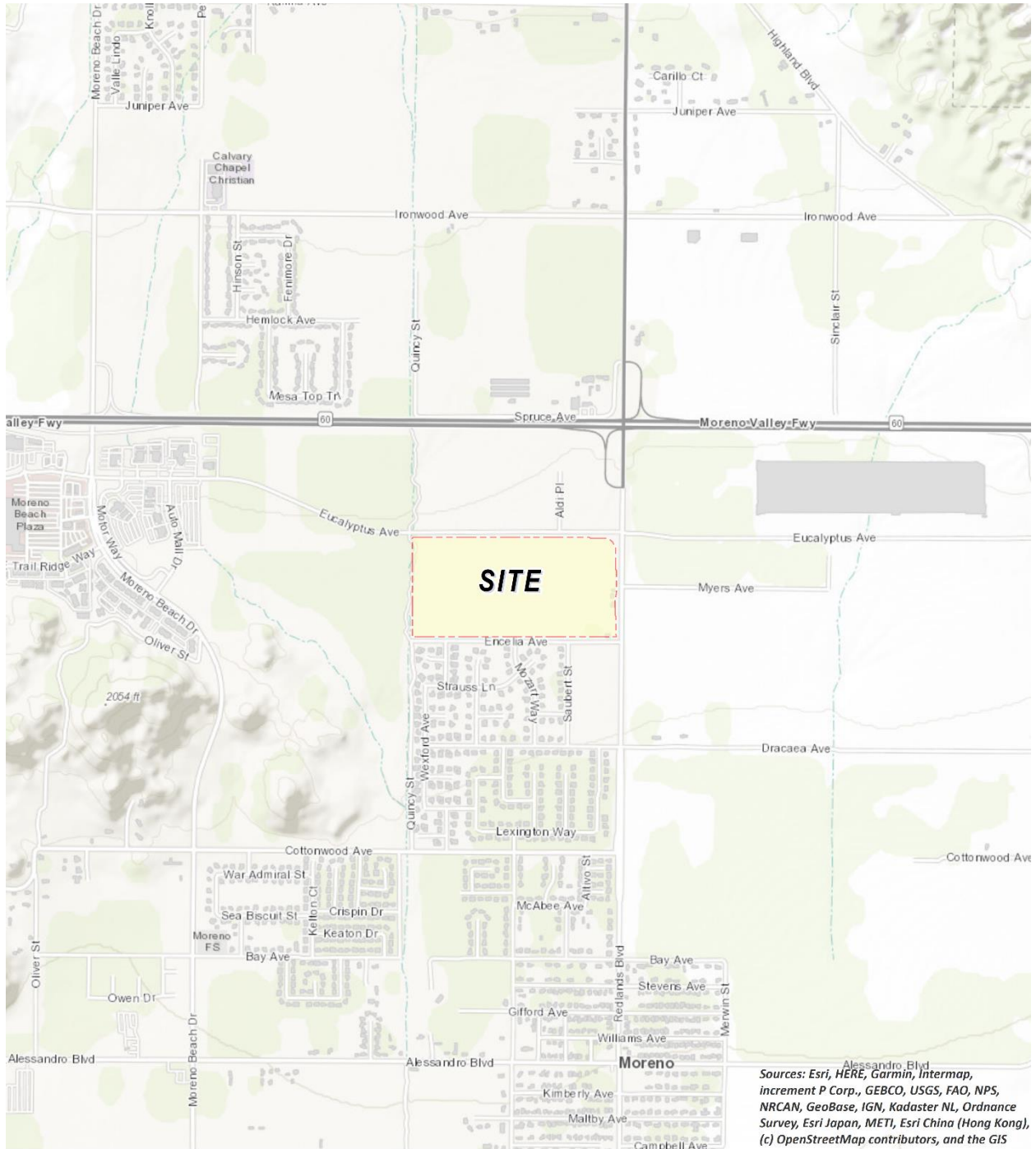
At the time this analysis was prepared, the future tenants of the proposed Project were unknown; the building is designed to accommodate one tenant or be divisible to accommodate two tenants. This analysis is intended to describe emission impacts associated with the expected

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1 The TIA prepared for the Project evaluates an Opening Year of 2024 since the City of Moreno Valley traffic study guidelines require the Opening Year to be a minimum of 5 years from baseline conditions. Utilizing a 2022 Opening Year is more conservative for purposes of this GHG study since it would generate more emissions than if the Project would have utilized a 2024 Opening Year consistent with the TIA because as the analysis year increases, vehicle emission factors would decrease as a result of emissions regulations becoming more stringent and the natural turnover of an older fleet of vehicles being replaced by more efficient and less polluting vehicles.

typical operational activities at the Project site. To present a conservative approach, this report assumes the Project will operate 24-hours daily for seven days per week.

**EXHIBIT 1-A: LOCATION MAP**

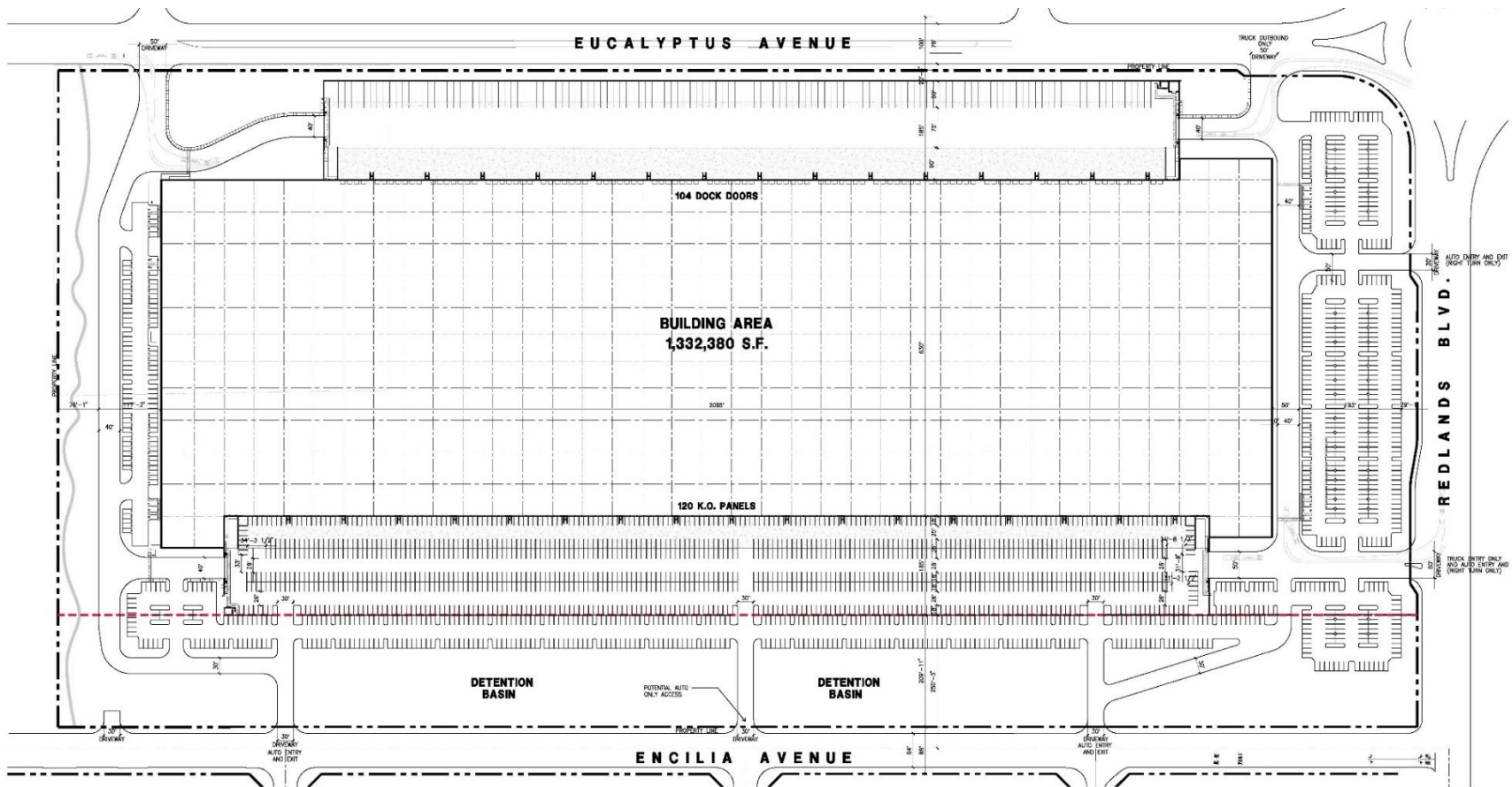


**LEGEND:**  
 N  
 Site Boundary

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS



EXHIBIT 1-B: SITE PLAN



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## 2 CLIMATE CHANGE SETTING

### 2.1 INTRODUCTION TO GLOBAL CLIMATE CHANGE

GCC is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed Project evaluated in this GHGA cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, Section 3.0 will evaluate the potential for the proposed Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

### 2.2 GLOBAL CLIMATE CHANGE DEFINED

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO<sub>2</sub>, N<sub>2</sub>O, CH<sub>4</sub>, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

### 2.3 GHGs

#### 2.3.1 GHGs AND HEALTH EFFECTS

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties and as discussed in Table 2-1. For the purposes of this analysis, emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O were evaluated (see Table 3-1 later in this report) because these gases are the primary contributors to GCC from development projects.

Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

**TABLE 2-1: GHGS**

GHGs	Description	Sources	Health Effects
Water	<p>Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.</p> <p>As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to ‘hold’ more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a “positive feedback loop.” The extent to which this positive feedback loop will continue is</p>	<p>The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.</p>	<p>There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.</p>

GHGs	Description	Sources	Health Effects
	<p>unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it up) (12).</p>		
<p>CO<sub>2</sub></p>	<p>CO<sub>2</sub> is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO<sub>2</sub> concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO<sub>2</sub> in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources (13).</p>	<p>CO<sub>2</sub> is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO<sub>2</sub> is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks (14).</p>	<p>Outdoor levels of CO<sub>2</sub> are not high enough to result in negative health effects.</p> <p>According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO<sub>2</sub> can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO<sub>2</sub> in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15 minute period (15).</p>

GHGs	Description	Sources	Health Effects
CH <sub>4</sub>	CH <sub>4</sub> is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO <sub>2</sub> and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.	CH <sub>4</sub> has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH <sub>4</sub> . Other anthropogenic sources include fossil-fuel combustion and biomass burning (16).	CH <sub>4</sub> is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to high levels of CH <sub>4</sub> can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.
N <sub>2</sub> O	N <sub>2</sub> O, also known as laughing gas, is a colorless GHG. Concentrations of N <sub>2</sub> O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).	N <sub>2</sub> O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also	N <sub>2</sub> O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage) (17).

GHGs	Description	Sources	Health Effects
		<p>used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. N<sub>2</sub>O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction (17).</p>	
<p>Chlorofluorocarbons (CFCs)</p>	<p>CFCs are gases formed synthetically by replacing all hydrogen atoms in CH<sub>4</sub> or ethane (C<sub>2</sub>H<sub>6</sub>) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).</p>	<p>CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years (18).</p>	<p>In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.</p>

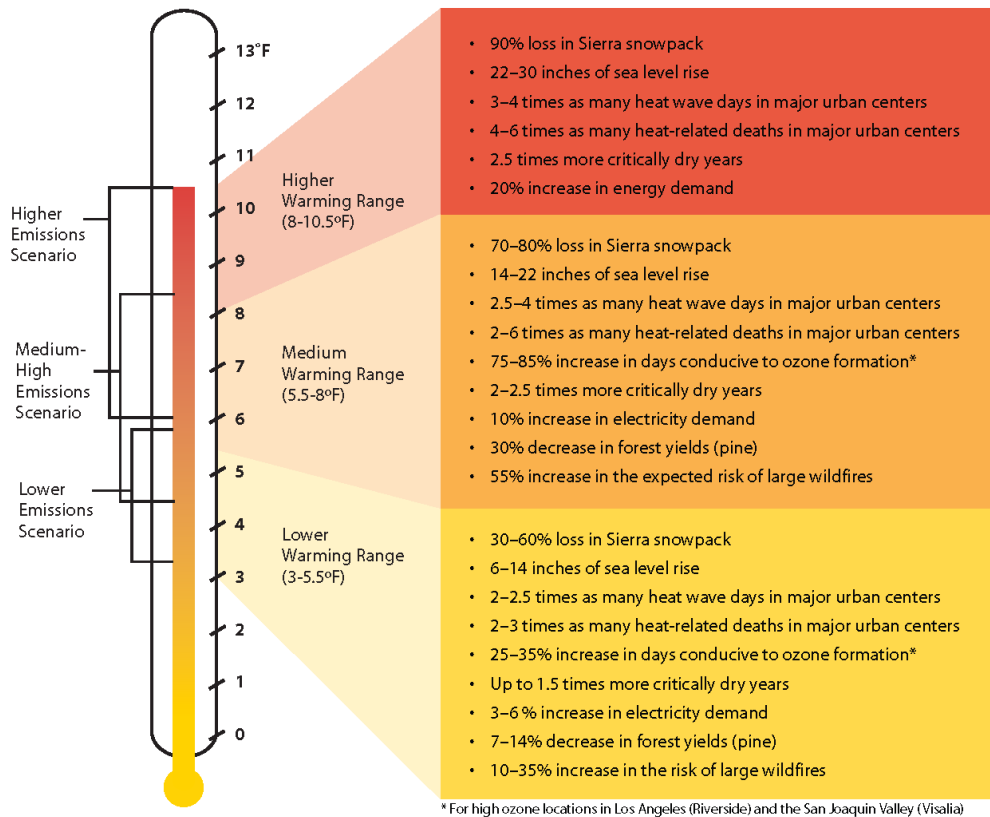
GHGs	Description	Sources	Health Effects
HFCs	<p>HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HCF-134a emissions are increasing due to its use as a refrigerant.</p>	<p>HFCs are manmade for applications such as automobile air conditioners and refrigerants.</p>	<p>No health effects are known to result from exposure to HFCs.</p>
PFCs	<p>PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF<sub>4</sub>) and hexafluoroethane (C<sub>2</sub>F<sub>6</sub>). The EPA estimates that concentrations of CF<sub>4</sub> in the atmosphere are over 70 parts per trillion (ppt).</p>	<p>The two main sources of PFCs are primary aluminum production and semiconductor manufacture.</p>	<p>No health effects are known to result from exposure to PFCs.</p>
SF <sub>6</sub>	<p>SF<sub>6</sub> is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900) (19). The EPA indicates that concentrations in the 1990s were about 4 ppt.</p>	<p>SF<sub>6</sub> is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.</p>	<p>In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.</p>



GHGs	Description	Sources	Health Effects
Nitrogen Trifluoride (NF <sub>3</sub> )	NF <sub>3</sub> is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF <sub>3</sub> has a 100-year GWP of 17,200 (20).	NF <sub>3</sub> is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers.	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis (21).

The potential health effects related directly to the emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O as they relate to development projects such as the proposed Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth’s ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas (22). Exhibit 2-A presents the potential impacts of global warming (23).

**EXHIBIT 2-A: SUMMARY OF PROJECTED GLOBAL WARMING IMPACT, 2070-2099 (AS COMPARED WITH 1961-1990)**



Source: Barbara H. Allen-Diaz. "Climate change affects us all." University of California, Agriculture and Natural Resources, 2009.

## 2.4 GWP

GHGs have varying GWP values. GWP of a GHG indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO<sub>2</sub> is utilized as the reference gas for GWP, and thus has a GWP of 1. CO<sub>2</sub> equivalent (CO<sub>2</sub>e) is a term used for describing the difference GHGs in a common unit. CO<sub>2</sub>e signifies the amount of CO<sub>2</sub> which would have the equivalent GWP.

The atmospheric lifetime and GWP of selected GHGs are summarized at Table 2-2. As shown in the table below, GWP for the 2<sup>nd</sup> Assessment Report, the Intergovernmental Panel on Climate Change (IPCC)'s scientific and socio-economic assessment on climate change, range from 1 for CO<sub>2</sub> to 23,900 for SF<sub>6</sub> and GWP for the IPCC's 5<sup>th</sup> Assessment Report range from 1 for CO<sub>2</sub> to 23,500 for SF<sub>6</sub> (24).

**TABLE 2-2: GWP AND ATMOSPHERIC LIFETIME OF SELECT GHGS**

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)	
		2 <sup>nd</sup> Assessment Report	5 <sup>th</sup> Assessment Report
CO <sub>2</sub>	See*	1	1
CH <sub>4</sub>	12 .4	21	28
N <sub>2</sub> O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF <sub>6</sub>	3,200	23,900	23,500

\*As per Appendix 8.A. of IPCC's 5th Assessment Report, no single lifetime can be given.

Source: Table 2.14 of the IPCC Fourth Assessment Report, 2007

## 2.5 GHG EMISSIONS INVENTORIES

### 2.5.1 GLOBAL

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2017. Based on the latest available data, the sum of these emissions totaled approximately 29,216,501 gigagram (Gg) CO<sub>2</sub>e<sup>2</sup> (25) (26) as summarized on Table 2-3.

<sup>2</sup> The global emissions are the sum of Annex I and non-Annex I countries, without counting Land-Use, Land-Use Change and Forestry (LULUCF). For countries without 2017 data, the United Nations' Framework Convention on Climate Change (UNFCCC) data for the most recent year were used U.N. Framework Convention on Climate Change, "Annex I Parties – GHG total without LULUCF," The most recent GHG emissions for China and India are from 2014.

## 2.5.2 UNITED STATES

As noted in Table 2-3, the United States, as a single country, was the number two producer of GHG emissions in 2017.

**TABLE 2-3: TOP GHG PRODUCING COUNTRIES AND THE EUROPEAN UNION**<sup>3</sup>

Emitting Countries	GHG Emissions (Gg CO <sub>2</sub> e)
China	11,911,710
United States	6,456,718
European Union (28-member countries)	4,323,163
India	3,079,810
Russian Federation	2,155,470
Japan	1,289,630
<b>Total</b>	<b>29,216,501</b>

## 2.5.3 STATE OF CALIFORNIA

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls, but is still a substantial contributor to the United States (U.S.) emissions inventory total (27). The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2019 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2017 GHG emissions period, California emitted an average 424.1 million metric tons of CO<sub>2</sub>e per year (MMTCO<sub>2</sub>e/yr) (28).

## 2.6 EFFECTS OF CLIMATE CHANGE IN CALIFORNIA

### 2.6.1 PUBLIC HEALTH

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of

<sup>3</sup> Used <http://unfccc.int> data for Annex I countries. Consulted the CAIT Climate Data Explorer in <https://www.climatewatchdata.org> site to reference Non-Annex I countries of China and India.

death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

### **2.6.2 WATER RESOURCES**

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on the Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. Winter tourism could be adversely affected, under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

### **2.6.3 AGRICULTURE**

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations

already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

#### **2.6.4 FORESTS AND LANDSCAPES**

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90% due to decreased precipitation.

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC.

#### **2.6.5 RISING SEA LEVELS**

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches.

### **2.7 REGULATORY SETTING**

#### **2.7.1 INTERNATIONAL**

Climate change is a global issue involving GHG emissions from all around the world; therefore, countries such as the ones discussed below have made an effort to reduce GHGs.

#### **IPCC**

In 1988, the United Nations (U.N.) and the World Meteorological Organization established the IPCC to assess the scientific, technical and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

#### **UNITED NATION'S FRAMEWORK CONVENTION ON CLIMATE CHANGE (CONVENTION)**

On March 21, 1994, the U.S. joined a number of countries around the world in signing the Convention. Under the Convention, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG

emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

#### **INTERNATIONAL CLIMATE CHANGE TREATIES**

The Kyoto Protocol is an international agreement linked to the Convention. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions at an average of 5% against 1990 levels over the five-year period 2008–2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of “common but differentiated responsibilities.”

In 2001, President George W. Bush indicated that he would not submit the treaty to the U.S. Senate for ratification, which effectively ended American involvement in the Kyoto Protocol. In December 2009, international leaders met in Copenhagen to address the future of international climate change commitments post-Kyoto. No binding agreement was reached in Copenhagen; however, the Committee identified the long-term goal of limiting the maximum global average temperature increase to no more than 2 degrees Celsius (°C) above pre-industrial levels, subject to a review in 2015. The UN Climate Change Committee held additional meetings in Durban, South Africa in November 2011; Doha, Qatar in November 2012; and Warsaw, Poland in November 2013. The meetings are gradually gaining consensus among participants on individual climate change issues.

On September 23, 2014 more than 100 Heads of State and Government and leaders from the private sector and civil society met at the Climate Summit in New York hosted by the U.N. At the Summit, heads of government, business and civil society announced actions in areas that would have the greatest impact on reducing emissions, including climate finance, energy, transport, industry, agriculture, cities, forests, and building resilience.

Parties to the U.N. Framework Convention on Climate Change (UNFCCC) reached a landmark agreement on December 12, 2015 in Paris, charting a fundamentally new course in the two-decade-old global climate effort. Culminating a four-year negotiating round, the new treaty ends the strict differentiation between developed and developing countries that characterized earlier efforts, replacing it with a common framework that commits all countries to put forward their best efforts and to strengthen them in the years ahead. This includes, for the first time, requirements that all parties report regularly on their emissions and implementation efforts and undergo international review.

The agreement and a companion decision by parties were the key outcomes of the conference, known as the 21<sup>st</sup> session of the UNFCCC Conference of the Parties (COP) 21. Together, the Paris Agreement and the accompanying COP decision:

- Reaffirm the goal of limiting global temperature increase well below 2°C, while urging efforts to limit the increase to 1.5 degrees;

- Establish binding commitments by all parties to make “nationally determined contributions” (NDCs), and to pursue domestic measures aimed at achieving them;
- Commit all countries to report regularly on their emissions and “progress made in implementing and achieving” their NDCs, and to undergo international review;
- Commit all countries to submit new NDCs every five years, with the clear expectation that they will “represent a progression” beyond previous ones;
- Reaffirm the binding obligations of developed countries under the UNFCCC to support the efforts of developing countries, while for the first time encouraging voluntary contributions by developing countries too;
- Extend the current goal of mobilizing \$100 billion a year in support by 2020 through 2025, with a new, higher goal to be set for the period after 2025;
- Extend a mechanism to address “loss and damage” resulting from climate change, which explicitly will not “involve or provide a basis for any liability or compensation;”
- Require parties engaging in international emissions trading to avoid “double counting;” and
- Call for a new mechanism, similar to the Clean Development Mechanism under the Kyoto Protocol, enabling emission reductions in one country to be counted toward another country’s NDC (C2ES 2015a) (29).

On November 4, 2019, the Trump administration formally notified the U.N. that the U.S. would withdraw from the Paris Agreement. It should be noted that withdrawal would be effective one year after notification in 2020.

### 2.7.2 NATIONAL

Prior to the last decade, there have been no concrete federal regulations of GHGs or major planning for climate change adaptation. The following are actions regarding the federal government, GHGs, and fuel efficiency.

#### GHG ENDANGERMENT

In *Massachusetts v. Environmental Protection Agency* (EPA) 549 U.S. 497 (2007), decided on April 2, 2007, the U.S. Supreme Court (Supreme Court) found that four GHGs, including CO<sub>2</sub>, are air pollutants subject to regulation under Section 202(a)(1) of the Federal Clean Air Act (CAA). The Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section “Clean Vehicles” below. After a lengthy legal challenge, the Supreme Court declined to review an Appeals Court ruling that upheld the EPA Administrator’s findings (30).

## CLEAN VEHICLES

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the U.S. On April 1, 2010, the EPA and the Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S.

The first phase of the national program applies to passenger cars, light-duty trucks, and medium-duty (MD) passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of CO<sub>2</sub> per mile, equivalent to 35.5 miles per gallon (mpg) if the automobile industry were to meet this CO<sub>2</sub> level solely through fuel economy improvements. Together, these standards would cut CO<sub>2</sub> emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). The EPA and the NHTSA issued final rules on a second-phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025 in August 2012. The new standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and MD passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO<sub>2</sub> in model year 2025, which is equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements.

The EPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks (HDT) and buses on September 15, 2011, effective November 14, 2011. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20% reduction in CO<sub>2</sub> emissions and fuel consumption by the 2018 model year. For HDT and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10% reduction for gasoline vehicles and a 15% reduction for diesel vehicles by the 2018 model year (12 and 17% respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10% reduction in fuel consumption and CO<sub>2</sub> emissions from the 2014 to 2018 model years.

On August 2, 2018, the NHTSA in conjunction with the EPA, released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule)*. The SAFE Vehicles Rule was proposed to amend existing CAFE and tailpipe CO<sub>2</sub> standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. As of March 31, 2020, the



NHTSA and EPA finalized the SAFE Vehicle Rule which increased stringency of CAFE and CO<sub>2</sub> emissions standards by 1.5% each year through model year 2026 (31).

### **MANDATORY REPORTING OF GHGs**

The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of GHGs Rule, which became effective January 1, 2010. The rule requires reporting of GHG emissions from large sources and suppliers in the U.S. and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons per year (MT/yr) or more of GHG emissions are required to submit annual reports to the EPA.

### **NEW SOURCE REVIEW**

The EPA issued a final rule on May 13, 2010, that establishes thresholds for GHGs that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule “tailors” the requirements of these CAA permitting programs to limit which facilities will be required to obtain Prevention of Significant Deterioration and Title V permits. In the preamble to the revisions to the Federal Code of Regulations, the EPA states:

*“This rulemaking is necessary because without it the Prevention of Significant Deterioration and Title V requirements would apply, as of January 2, 2011, at the 100 or 250 tons per year levels provided under the CAA, greatly increasing the number of required permits, imposing undue costs on small sources, overwhelming the resources of permitting authorities, and severely impairing the functioning of the programs. EPA is relieving these resource burdens by phasing in the applicability of these programs to GHG sources, starting with the largest GHG emitters. This rule establishes two initial steps of the phase-in. The rule also commits the agency to take certain actions on future steps addressing smaller sources but excludes certain smaller sources from Prevention of Significant Deterioration and Title V permitting for GHG emissions until at least April 30, 2016.”*

The EPA estimates that facilities responsible for nearly 70% of the national GHG emissions from stationary sources will be subject to permitting requirements under this rule. This includes the nation’s largest GHG emitters—power plants, refineries, and cement production facilities.

### **STANDARDS OF PERFORMANCE FOR GHG EMISSIONS FOR NEW STATIONARY SOURCES: ELECTRIC UTILITY GENERATING UNITS**

As required by a settlement agreement, the EPA proposed new performance standards for emissions of CO<sub>2</sub> for new, affected, fossil fuel-fired electric utility generating units on March 27, 2012. New sources greater than 25 megawatts (MW) would be required to meet an output-based standard of 1,000 pounds (lbs) of CO<sub>2</sub> per MW-hour (MWh), based on the performance of

widely used natural gas combined cycle technology. It should be noted that on February 9, 2016 the Supreme Court issued a stay of this regulation pending litigation. Additionally, the current EPA Administrator has also signed a measure to repeal the Clean Power Plan, including the CO<sub>2</sub> standards. The Clean Power Plan was officially repealed on June 19, 2019, when the EPA issued the final Affordable Clean Energy rule (ACE). Under ACE, new state emission guidelines were established that provided existing coal-fired electric utility generating units with achievable standards.

### **CAP-AND-TRADE**

Cap-and-trade refers to a policy tool where emissions are limited to a certain amount and can be traded or provides flexibility on how the emitter can comply. Successful examples in the U.S. include the Acid Rain Program and the N<sub>2</sub>O Budget Trading Program and Clean Air Interstate Rule in the northeast. There is no federal GHG cap-and-trade program currently; however, some states have joined to create initiatives to provide a mechanism for cap-and-trade.

The Regional GHG Initiative is an effort to reduce GHGs among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont. Each state caps CO<sub>2</sub> emissions from power plants, auctions CO<sub>2</sub> emission allowances, and invests the proceeds in strategic energy programs that further reduce emissions, save consumers money, create jobs, and build a clean energy economy. The Initiative began in 2008 and in 2020 has retained all participating states.

The Western Climate Initiative (WCI) partner jurisdictions have developed a comprehensive initiative to reduce regional GHG emissions to 15% below 2005 levels by 2020. The partners were originally California, British Columbia, Manitoba, Ontario, and Quebec. However, Manitoba and Ontario are not currently participating. California linked with Quebec's cap-and-trade system January 1, 2014, and joint offset auctions took place in 2015. While the WCI has yet to publish whether it has successfully reached the 2020 emissions goal initiative set in 2007, SB 32, requires that California, a major partner in the WCI, adopt the goal of reducing statewide GHG emissions to 40% below the 1990 level by 2030.

### **SMARTWAY PROGRAM**

The SmartWay Program is a public-private initiative between the EPA, large and small trucking companies, rail carriers, logistics companies, commercial manufacturers, retailers, and other federal and state agencies. Its purpose is to improve fuel efficiency and the environmental performance (reduction of both GHG emissions and air pollution) of the goods movement supply chains. SmartWay is comprised of four components (32):

1. SmartWay Transport Partnership: A partnership in which freight carriers and shippers commit to benchmark operations, track fuel consumption, and improve performance annually.
2. SmartWay Technology Program: A testing, verification, and designation program to help freight companies identify equipment, technologies, and strategies that save fuel and lower emissions.
3. SmartWay Vehicles: A program that ranks light-duty cars and small trucks and identifies superior environmental performers with the SmartWay logo.

4. SmartWay International Interests: Guidance and resources for countries seeking to develop freight sustainability programs modeled after SmartWay.

SmartWay effectively refers to requirements geared towards reducing fuel consumption. Most large trucking fleets driving newer vehicles are compliant with SmartWay design requirements. Moreover, over time, all HDTs will have to comply with CARB GHG Regulation that is designed with the SmartWay Program in mind, to reduce GHG emissions by making them more fuel-efficient. For instance, in 2015, 53 foot or longer dry vans or refrigerated trailers equipped with a combination of SmartWay-verified low-rolling resistance tires and SmartWay-verified aerodynamic devices would obtain a total of 10% or more fuel savings over traditional trailers.

Through the SmartWay Technology Program, the EPA has evaluated the fuel saving benefits of various devices through grants, cooperative agreements, emissions and fuel economy testing, demonstration projects and technical literature review. As a result, the EPA has determined the following types of technologies provide fuel saving and/or emission reducing benefits when used properly in their designed applications, and has verified certain products:

- Idle reduction technologies – less idling of the engine when it is not needed would reduce fuel consumption.
- Aerodynamic technologies minimize drag and improve airflow over the entire tractor-trailer vehicle. Aerodynamic technologies include gap fairings that reduce turbulence between the tractor and trailer, side skirts that minimize wind under the trailer, and rear fairings that reduce turbulence and pressure drop at the rear of the trailer.
- Low rolling resistance tires can roll longer without slowing down, thereby reducing the amount of fuel used. Rolling resistance (or rolling friction or rolling drag) is the force resisting the motion when a tire rolls on a surface. The wheel will eventually slow down because of this resistance.
- Retrofit technologies include things such as diesel particulate filters, emissions upgrades (to a higher tier), etc., which would reduce emissions.
- Federal excise tax exemptions.

### **2.7.3 CALIFORNIA**

#### **2.7.3.1 LEGISLATIVE ACTIONS TO REDUCE GHGs**

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation such as the landmark AB 32 was specifically enacted to address GHG emissions. Other legislation such as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

#### **EXECUTIVE ORDER S-3-05**

Former California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.

- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80% below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

### **AB 32**

The California State Legislature enacted AB 32, which requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. “GHGs” as defined under AB 32 include CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 states the following:

*“Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.”*

CARB approved the 1990 GHG emissions level of 427 MMTCO<sub>2</sub>e on December 6, 2007 (33). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO<sub>2</sub>e. Emissions in 2020 in a “business as usual” (BAU) scenario were estimated to be 596 MMTCO<sub>2</sub>e, which do not account for reductions from AB 32 regulations (34). At that level, a 28.4% reduction was required to achieve the 427 MMTCO<sub>2</sub>e 1990 inventory. In October 2010, CARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. The forecasted inventory without the benefits of adopted regulation is now estimated at 545 MMTCO<sub>2</sub>e. Therefore, under the updated forecast, a 21.7% reduction from BAU is required to achieve 1990 levels (35).

### **PROGRESS IN ACHIEVING AB 32 TARGETS AND REMAINING REDUCTIONS REQUIRED**

The State has made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress is shown in updated emission inventories prepared by CARB for 2000 through 2012 (36). The State has achieved the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels. As shown below, the 2010 emission inventory achieved this target.

- 1990: 427 MMTCO<sub>2</sub>e (AB 32 2020 target)
- 2000: 463 MMTCO<sub>2</sub>e (an average 8% reduction needed to achieve 1990 base)
- 2010: 450 MMTCO<sub>2</sub>e (an average 5% reduction needed to achieve 1990 base)

CARB has also made substantial progress in achieving its goal of achieving 1990 emissions levels by 2020. As described earlier in this section, CARB revised the 2020 BAU inventory forecast to account for new lower growth projections, which resulted in a new lower reduction from BAU to achieve the 1990 base. The previous reduction from 2020 BAU needed to achieve 1990 levels was 28.4% and the latest reduction from 2020 BAU is 21.7%.

- 2020: 545 MMTCO<sub>2</sub>e BAU (an average 21.7% reduction from BAU needed to achieve 1990 base)

### **SB 375 – THE SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT OF 2008**

Passing the Senate on August 30, 2008, Senate Bill (SB) 375 was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40% of the total GHG emissions in California. SB 375 states, “Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.” SB 375 does the following: it (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

SB 375 also requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that CARB accepts as achieving the GHG emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the mitigation measures required by an applicable prior environmental document.

### **AB 1493**

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA’s denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011.

The standards phase in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards will result in about a 22% reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30% reduction. Several

technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles (EV) and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

### **SB 350— CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015**

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. Provisions for a 50% reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

### **SB 32**

On September 8, 2016, Governor Jerry Brown signed the Senate Bill (SB) 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature (11).

## CARB SCOPING PLAN

CARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 to comply with AB 32 (34). The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33%;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the LCFS; and
- Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

CARB approved the First Scoping Plan Update on May 22, 2014. The First Scoping Plan Update identifies the next steps for California's climate change strategy. The First Scoping Plan Update shows how California continues on its path to meet the near-term 2020 GHG limit, but also sets a path toward long-term, deep GHG emission reductions. The report establishes a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050. The First Scoping Plan Update identifies progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities for the next several years. The First Scoping Plan Update does not set new targets for the State but describes a path that would achieve the long term 2050 goal of Executive Order S-3-05 for emissions to decline to 80% below 1990 levels by 2050 (36).

Forecasting the amount of emissions that would occur in 2020 if no actions are taken was necessary to assess the amount of reductions California must achieve to return to the 1990 emissions level by 2020 as required by AB 32. The no-action scenario is known as "business-as-usual" or BAU. CARB originally defined the BAU scenario as emissions in the absence of any GHG emission reduction measures discussed in the Scoping Plan.

As part of CEQA compliance for the Scoping Plan, CARB prepared a Supplemental Functional Equivalent Document (FED) in 2011. The FED included an updated 2020 BAU emissions inventory projection based on current economic forecasts (i.e., as influenced by the economic downturn) and emission reduction measures already in place, replacing its prior 2020 BAU emissions inventory. CARB staff derived the updated emissions estimates by projecting emissions growth,

by sector, from the state's average emissions from 2006–2008. The new BAU estimate includes emission reductions for the million-solar-roofs program, the AB 1493 motor vehicle GHG emission standards, and the LCFS. In addition, CARB factored into the 2020 BAU inventory emissions reductions associated with 33% RPS for electricity generation. The updated BAU estimate of 507 MMTCO<sub>2e</sub> by 2020 requires a reduction of 80 MMTCO<sub>2e</sub>, or a 16% reduction below the estimated BAU levels to return to 1990 levels (i.e., 427 MMTCO<sub>2e</sub>) by 2020.

In order to provide a BAU reduction that is consistent with the original definition in the Scoping Plan and with threshold definitions used in thresholds adopted by lead agencies for CEQA purposes and many CAPs, the updated inventory without regulations was also included in the Supplemental FED. CARB 2020 BAU projection for GHG emissions in California was originally estimated to be 596 MMTCO<sub>2e</sub>. The updated CARB 2020 BAU projection in the Supplemental FED is 545 MMTCO<sub>2e</sub>. Considering the updated BAU estimate of 545 MMTCO<sub>2e</sub> by 2020, CARB estimates a 21.7% reduction below the estimated statewide BAU levels is necessary to return to 1990 emission levels (i.e., 427 MMTCO<sub>2e</sub>) by 2020, instead of the approximate 28.4% BAU reduction previously reported under the original Climate Change Scoping Plan (34).

### **2017 CLIMATE CHANGE SCOPING PLAN UPDATE**

In compliance with AB 32 and the 2008 Scoping Plan, the target year 2020 has been fulfilled and will look onward to the 2017 Scoping Plan that should be in compliance by 2030.

In November 2017, CARB released the 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the LCFS, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH<sub>4</sub> emissions from agricultural and other wastes.

The 2017 Scoping Plan Update establishes a new emissions limit of 260 MMTCO<sub>2e</sub> for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030.

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH<sub>4</sub>, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks.



- LCFS, with an increased stringency (18% by 2030).
- Implementing SB 350, which expands the RPS to 50% RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of zero-emission vehicles (ZEV) trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH<sub>4</sub> and hydrofluorocarbon emissions by 40% and anthropogenic black carbon emissions by 50% by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20% reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California’s land base as a net carbon sink.

Note, however, that the 2017 Scoping Plan acknowledges that:

*“[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.”*

In addition to the statewide strategies listed above, the 2017 Scoping Plan Update also identifies local governments as essential partners in achieving the State’s long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO<sub>2</sub>e (MTCO<sub>2</sub>e) or less per capita by 2030 and 2 MTCO<sub>2</sub>e or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidenced-based bright-line numeric thresholds—consistent with the Scoping Plan and the State’s long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and mitigation measures that avoid or minimize project emissions to the degree feasible; or, a performance-based metric using a CAP or other plan to reduce GHG emissions is appropriate.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) and supported by CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance to existing and future GHG-reducing policies. The CALGAPS model showed that GHG emissions through 2020 could range from 317 to 415 MTCO<sub>2</sub>e per year (MTCO<sub>2</sub>e/yr), “indicating that existing state policies will likely allow California to meet its target [of 2020 levels under AB 32].” CALGAPS also showed that by 2030, emissions could range from 211 to 428 MTCO<sub>2</sub>e/yr, indicating that “even if all modeled policies are not

implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level [of SB 32].” CALGAPS analyzed emissions through 2050 even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the State’s 80% reduction goal by 2050, various combinations of policies could allow California’s cumulative emissions to remain very low through 2050 (37) (38).

### **CAP-AND-TRADE PROGRAM**

The Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020 and ultimately achieving an 80% reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs within the overall limit.

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. See Title 17 of the CCR §§ 95800 to 96023). The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed “covered entities”) by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32’s emission-reduction mandate of returning to 1990 levels of emissions by 2020. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program’s duration.

Covered entities that emit more than 25,000 MTCO<sub>2</sub>e/yr must comply with the Cap-and-Trade Program. Triggering of the 25,000 MTCO<sub>2</sub>e/yr “inclusion threshold” is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of GHG Emissions (Mandatory Reporting Rule or “MRR”).

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender “compliance instruments” (30) for each MTCO<sub>2</sub>e of GHG they emit. There also are requirements to surrender compliance instruments covering 30% of the prior year’s compliance obligation by November of each year. For example, in November 2014, a covered entity was required to submit compliance instruments to cover 30% of its 2013 GHG emissions.

The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. As summarized by CARB in the First Update:

*“The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities.*”

*Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced. In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative (CARB 2014)."*

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate:

*"The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the "capped sectors." Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33% [Renewables Portfolio Standard] RPS. Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices. Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap. The Cap-and-Trade Regulation provides assurance that California's 2020 limit will be met because the regulation sets a firm limit on 85% of California's GHG emissions. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site specific or project-level, GHG emissions reductions. Also, due to the regulatory architecture adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures (36)."*

As of January 1, 2015, the Cap-and-Trade Program covered approximately 85% of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program.

The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels

in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are “supplied” (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with vehicle miles traveled (VMT) are covered by the Cap-and-Trade Program (39). In addition, the Scoping Plan differentiates between “capped” and “uncapped” strategies. “Capped” strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the Program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. “Uncapped” strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.<sup>4</sup>

### **2.7.3.2 EXECUTIVE ORDERS RELATED TO GHG EMISSIONS**

California’s Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, they set the tone for the state and guide the actions of state agencies.

#### **EXECUTIVE ORDER S-13-08**

Executive Order S-13-08 states that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” Pursuant to the requirements in the Order, the 2009 California Climate Adaptation Strategy (CNRA 2009) was adopted, which is the “...first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

#### **EXECUTIVE ORDER B-30-15**

On April 29, 2015, Governor Edmund G. Brown Jr. issued an executive order to establish a California GHG reduction target of 40% below 1990 levels by 2030. The Governor’s executive order aligns California’s GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris late 2015. The Order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40% below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80% below 1990 levels by 2050 and directs CARB to update the Climate Change Scoping Plan to

<sup>4</sup> On March 17, 2011, the San Francisco Superior Court issued a final decision in *Association of Irrigated Residents v. California Air Resources Board* (Case No. CPF-09-509562). While the Court upheld the validity of CARB Scoping Plan for the implementation of AB 32, the Court enjoined CARB from further rulemaking under AB 32 until CARB amends its CEQA environmental review of the Scoping Plan to address the flaws identified by the Court. On May 23, 2011, CARB filed an appeal. On June 24, 2011, the Court of Appeal granted CARB’s petition staying the trial court’s order pending consideration of the appeal. In the interest of informed decision-making, on June 13, 2011, CARB released the expanded alternatives analysis in a draft Supplement to the AB 32 Scoping Plan Functional Equivalent Document. CARB Board approved the Scoping Plan and the CEQA document on August 24, 2011.

express the 2030 target in terms of MMTCO<sub>2</sub>e. The Order also requires the state's climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable for local governments and the private sector. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate is in process in the State Legislature.

#### **EXECUTIVE ORDER S-01-07 – LCFS**

The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020. In particular, the Executive Order established a LCFS and directed the Secretary for Environmental Protection to coordinate the actions of the CEC, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan for alternative fuels (State Alternative Fuels Plan adopted by CEC on December 24, 2007) and was submitted to CARB for consideration as an "early action" item under AB 32. CARB adopted the LCFS on April 23, 2009.

The LCFS was challenged in the U.S. District Court in Fresno in 2011. The court's ruling issued on December 29, 2011, included a preliminary injunction against CARB's implementation of the rule. The Ninth Circuit Court of Appeals stayed the injunction on April 23, 2012, pending final ruling on appeal, allowing CARB to continue to implement and enforce the regulation. The Ninth Circuit Court's decision, filed September 18, 2013, vacated the preliminary injunction. In essence, the court held that LCFS adopted by CARB were not in conflict with federal law. On August 8, 2013, the Fifth District Court of Appeal (California) ruled CARB failed to comply with CEQA and the Administrative Procedure Act (APA) when adopting regulations for LCFS. In a partially published opinion, the Court of Appeal reversed the trial court's judgment and directed issuance of a writ of mandate setting aside Resolution 09-31 and two executive orders of CARB approving LCFS regulations promulgated to reduce GHG emissions. However, the court tailored its remedy to protect the public interest by allowing the LCFS regulations to remain operative while CARB complies with the procedural requirements it failed to satisfy.

To address the Court ruling, CARB was required to bring a new LCFS regulation to the Board for consideration in February 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low-carbon intensity fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. On November 16, 2015 the Office of Administrative Law (OAL) approved the Final Rulemaking Package. The new LCFS regulation became effective on January 1, 2016.

## **EXECUTIVE ORDER B-55-18 AND SB 100**

Executive Order B-55-18 and SB 100. SB 100 and Executive Order B-55-18 were signed by Governor Brown on September 10, 2018. Under the existing RPS, 25% of retail sales are required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raises California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

### **2.7.3.3 CALIFORNIA REGULATIONS AND BUILDING CODES**

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

#### **TITLE 20 CCR**

CCR, Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. 23 categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles or other mobile equipment (CEC 2012).

#### **TITLE 24 CCR**

CCR Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.

Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction waste and demolition ordinances and defers to them as the ruling guidance provided they establish a minimum 65% diversion requirement.

The code also provides exemptions for areas not served by construction waste and demolition recycling infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official.

Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020.

The 2019 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the South Coast Air Basin (SCAB) and across the State of California. For example, the 2019 Title 24 standards will require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting requirements for nonresidential buildings.

The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings (such as the Project) will use approximately 30% less energy due to lighting upgrade requirements (19).

Because the Project will be constructed after January 1, 2019, the 2019 CALGreen standards are applicable to the Project and require, among other items (20):

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3).

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8)
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (5.303.1.1 and 5.303.1.2).
- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).



- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

## **MWELO**

The MWELO was required by AB 1881, the Water Conservation Act. The bill required local agencies to adopt a local landscape ordinance at least as effective in conserving water as the Model Ordinance by January 1, 2010. Reductions in water use of 20% consistent with (SBX-7-7) 2020 mandate are expected upon compliance with the ordinance. Governor Brown's Drought Executive Order of April 1, 2015 (Executive Order B-29-15) directed Department of Water Resources (DWR) to update the Ordinance through expedited regulation. The California Water Commission approved the revised Ordinance on July 15, 2015 effective December 15, 2015. New development projects that include landscape areas of 500 sf or more are subject to the Ordinance. The update requires:

- More efficient irrigation systems;
- Incentives for graywater usage;
- Improvements in on-site stormwater capture;
- Limiting the portion of landscapes that can be planted with high water use plants; and
- Reporting requirements for local agencies.

## **CARB REFRIGERANT MANAGEMENT PROGRAM**

CARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, CCR. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

## **TRACTOR-TRAILER GHG REGULATION**

The tractors and trailers subject to this regulation must either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the HD tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified

low rolling resistance tires. There are also requirements for trailers to have low rolling resistance tires and aerodynamic devices.

#### **PHASE 1 AND 2 HEAVY-DUTY VEHICLE GHG STANDARDS**

CARB has adopted a new regulation for GHG emissions from HDTs and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the EPA rule for new trucks and engines nationally. Existing HD vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer GHG Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation. In September 2011, the EPA adopted their new rule for HDTs and engines. The EPA rule has compliance requirements for new compression and spark ignition engines, as well as trucks from Class 2b through Class 8. Compliance requirements begin with model year 2014 with stringency levels increasing through model year 2018. The rule organizes truck compliance into three groupings, which include a) HD pickups and vans; b) vocational vehicles; and c) combination tractors. The EPA rule does not regulate trailers.

CARB staff has worked jointly with the EPA and the NHTSA on the next phase of federal GHG emission standards for medium-duty trucks (MDT) and HDT vehicles, called federal Phase 2. The federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later model year HDT vehicles, including trailers. But as discussed above, the EPA and NHTSA have proposed to roll back GHG and fuel economy standards for cars and light-duty trucks, which suggests a similar rollback of Phase 2 standards for MDT and HDT vehicles may be pursued.

In February 2019, the OAL approved the Phase 2 Heavy-Duty Vehicle GHG Standards and became effective April 1, 2019. The Phase 2 GHG standards are needed to offset projected VMT growth and keep heavy-duty truck CO<sub>2</sub> emissions declining. The federal Phase 2 standards establish for the first time, federal emissions requirements for trailers hauled by heavy-duty tractors. The federal Phase 2 standards are more technology-forcing than the federal Phase 1 standards, requiring manufacturers to improve existing technologies or develop new technologies to meet the standards. The federal Phase 2 standards for tractors, vocational vehicles, and heavy-duty pick-up trucks and vans (PUVs) will be phased-in from 2021-2027, additionally for trailers, the standards are phased-in from 2018 (2020 in California) through 2027 (40).

#### **SB 97 AND THE CEQA GUIDELINES UPDATE**

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states “(a) On or before July 1, 2009, the Office of Planning and Research (OPR) shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the OPR pursuant to subdivision (a).” Section 21097 was also added to the Public Resources Code. It

provided CEQA protection until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to analyze adequately the effects of GHGs would not violate CEQA.

On December 28, 2018, the Natural Resources Agency announced the OAL approved the amendments to the *CEQA Guidelines* for implementing the CEQA. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing *CEQA Guidelines* to reference climate change.

Section 1506.4 was amended to state that in determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use (41).

#### **2.7.4 REGIONAL**

The project is within the SCAB, which is under the jurisdiction of the SCAQMD.

#### **SCAQMD**

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by

the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
  - Residential and commercial land use: 3,000 MTCO<sub>2</sub>e/yr
  - Industrial land use: 10,000 MTCO<sub>2</sub>e/yr
  - Based on land use type: residential: 3,500 MTCO<sub>2</sub>e/yr; commercial: 1,400 MTCO<sub>2</sub>e/yr; or mixed use: 3,000 MTCO<sub>2</sub>e/yr
- Tier 4 has the following options:
  - Option 1: Reduce Business-as-Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO<sub>2</sub>e per SP per year for projects and 6.6 MTCO<sub>2</sub>e per SP per year for plans;
  - Option 3, 2035 target: 3.0 MTCO<sub>2</sub>e per SP per year for projects and 4.1 MTCO<sub>2</sub>e per SP per year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO<sub>2</sub> concentrations at 450 ppm, thus stabilizing global climate.

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if the project would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if the Project requires a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, adopted in 2009 includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.

- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

## **2.8 CITY OF MORENO VALLEY**

### **2.8.1 CITY OF MORENO VALLEY GENERAL PLAN MEASURES**

Although the City of Moreno Valley General Plan does not identify specific GHG or climate change policies or goal, a number of the measures identified in the General Plan's Air Quality Element act to reduce or control criteria pollutant emissions and peripherally reduce GHG emissions.

### **2.8.2 CITY OF MORENO VALLEY ENERGY EFFICIENCY AND CLIMATE ACTION STRATEGY (CAS)**

The City of Moreno Valley approved an Energy Efficiency & CAS as well as GHG Analysis on October 9, 2012. The CAS identifies ways that the City can reduce energy and water consumption and GHG emissions as an organization (its employees and the operation of its facilities) and outlines the actions that the City can encourage and community members can employ to reduce their own energy and water consumption and GHG emissions. The policies in the document are to reduce GHG emissions in 2010 by 15% by 2020.

## **2.9 DISCUSSION ON ESTABLISHMENT OF SIGNIFICANCE THRESHOLDS**

The City of Moreno Valley does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The SCAQMD's adopted numerical threshold of 10,000 MTCO<sub>2e</sub>/yr for industrial stationary source emissions is selected as the significance criterion. The SCAQMD-adopted industrial threshold was selected by the City because the proposed Project is analogous to an industrial use much more closely than any other land use such as commercial or residential in terms of its expected operating characteristics. The Project proposes a single warehouse building, characteristic of an industrial operation. Further, analysis of the Project's traffic generation is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition, 2017 for industrial and warehouse uses. Also, 10,000 MTCO<sub>2e</sub> has been used as the significance threshold by many local government lead agencies for logistics projects throughout the Southern California Association of Governments (SCAG) region since the SCAQMD adopted this threshold for its own use. Further, to ensure that the threshold is conservative in its application, although the SCAQMD uses their adopted 10,000 MTCO<sub>2e</sub> threshold to determine the significance of stationary source emissions for industrial projects, the 10,000 MTCO<sub>2e</sub> threshold used in this analysis is applied to all sources of Project-related GHG emissions whether stationary source, mobile source, area source, or other.

Use of this threshold is also consistent with guidance provided in the CAPCOA *CEQA and Climate Change* handbook, as such the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by SCAQMD using this method is 10,000 MTCO<sub>2e</sub>/yr for industrial projects. This threshold is based on the review of 711 CEQA projects.

The SCAQMD found that use of the 10,000 MTCO<sub>2</sub>e threshold would result in a capture rate of 90% for all new or modified projects. A 90% emission capture rate means that 90% of total emissions from all new or modified stationary source projects would be subject to some type of CEQA analysis.

As such, the SCAQMD's recommended GHG threshold was established to achieve an emission capture rate of 90% of all new or modified stationary source projects. A GHG significance threshold based on a 90% emission capture rate is appropriate to address the long-term adverse potential impacts associated with GHG emissions. Further, a 90% emission capture rate sets the emission threshold low enough to capture a substantial fraction of future projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that SCAQMD estimates that these GHG emissions would account for <1% of future 2050 statewide GHG emissions target (85 MMTCO<sub>2</sub>e/yr). In addition, these small projects would be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory (42).

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### 3 PROJECT GHG IMPACT

#### 3.1 INTRODUCTION

The Project has been evaluated to determine if it will result in a significant GHG impact. The significance of these potential impacts is described in the following section.

#### 3.2 STANDARDS OF SIGNIFICANCE

The criteria used to determine the significance of potential Project-related GHG impacts are taken from the Initial Study Checklist in Appendix G of the State *CEQA Guidelines* (14 CCR of Regulations §§15000, et seq.). Based on these thresholds, a project would result in a significant impact related to GHG if it would (1):

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

#### 3.3 CALIFORNIA EMISSIONS ESTIMATOR MODEL (CALEEMOD) EMPLOYED TO ANALYZE GHG EMISSIONS

On October 17, 2017, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures (43). Accordingly, the latest version of CalEEMod has been used for this Project to determine GHG emissions. Output from the model runs for construction and operational activity are provided in Appendices 3.1 through 3.3. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water.

##### 3.3.1 LAND USES MODELED IN CALEEMOD

As previously stated, the Project is proposed to consist of 1,332,380 sf of E-Commerce warehouse uses. CalEEMod land uses that most closely fit the described Project are reflected in these analyses. For purposes of analysis, the following land uses were modeled based on consultation with the Project Applicant and information provided in the Site Plan:

- 1,332.380 thousand sf (TSF) of Unrefrigerated Warehouse – No Rail<sup>5</sup>
- 2,086 Space Parking Lot
- 954.505 TSF Other Asphalt Surfaces<sup>6</sup>

<sup>5</sup> As per the CalEEMod User's Guide, the Unrefrigerated Warehouse – No Rail land use is defined as a warehouse that does not have refrigeration and no rail spur.

<sup>6</sup> The remaining area of the total Project Site will be modeled in CalEEMod as Other Asphalt Surfaces as non-asphalt areas. Per the User's Guide, this land use category is defined as asphalt areas that are not used as a parking lot.



### 3.3.2 EMFAC2017 EMISSION RATES

On August 19, 2019, the EPA approved the 2017 version of the EMISSIONS FACTOR model (EMFAC) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources (44). This GHGA utilizes annual EMFAC2017 emission factors in order to derive vehicle emissions associated with Project operational activities.

Because the EMFAC2017 emission rates are associated with vehicle fuel types while CalEEMod vehicle emission factors are aggregated to include all fuel types for each individual vehicle class, the EMFAC2017 emission rates for different fuel types of a vehicle class are averaged by activity or by population and activity to derive CalEEMod emission factors. The equations applied to obtain CalEEMod vehicle emission factors for each emission type are detailed in CalEEMod User's Guide *Appendix A: Calculation Details for CalEEMod* (45).

### 3.4 LIFE-CYCLE ANALYSIS NOT REQUIRED

A full life-cycle analysis (LCA) for construction and operational activity is not included in this analysis due to the lack of consensus guidance on LCA methodology at this time (46). Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the Project development, infrastructure and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time, an LCA would be extremely speculative and thus has not been prepared.

Additionally, the SCAQMD recommends analyzing direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood or documented, and would be challenging to mitigate (47). Additionally, the science to calculate life cycle emissions is not yet established or well defined; therefore, SCAQMD has not recommended, and is not requiring, life-cycle emissions analysis.

### 3.5 CONSTRUCTION EMISSIONS

Project construction activities would generate CO<sub>2</sub> and CH<sub>4</sub> emissions. The report *Moreno Valley Trade Center E-Commerce Air Quality Impact Analysis Report* (AQIA) (Urban Crossroads, Inc.) contains detailed information regarding Project construction activities (48). As discussed in the AQIA, Construction related emissions are expected from the following construction activities:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving

- Architectural Coating

### 3.5.1 CONSTRUCTION DURATION

Construction is expected to commence in June 2021 and will last through December 2022. The construction schedule utilized in the analysis, shown in Table 3-1, represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.<sup>7</sup> The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines* (49). The duration of construction activity was based on the 2022 Opening Year.

**TABLE 3-1: CONSTRUCTION DURATION**

Phase Name	Start Date	End Date	Days
Demolition	06/01/2021	07/12/2021	30
Site Preparation	07/13/2021	08/16/2021	25
Pile Driving	07/13/2021	08/16/2021	25
Grading	08/17/2021	09/27/2021	30
Building Construction	09/28/2021	12/26/2022	325
Paving	10/18/2022	12/26/2022	50
Architectural Coating	07/12/2022	12/26/2022	120

Source: Construction activity based on the 2022 Opening Year.

### 3.5.2 CONSTRUCTION EQUIPMENT

Site specific construction fleet may vary due to specific project needs at the time of construction. The associated construction equipment was generally based on CalEEMod defaults. A detailed summary of construction equipment assumptions by phase is provided at Table 3-2. Please refer to specific detailed modeling inputs/outputs contained in Appendix 3.1 of this GHGA.

**TABLE 3-2: CONSTRUCTION EQUIPMENT ASSUMPTIONS (1 OF 2)**

Phase Name	Equipment	Amount	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8

<sup>7</sup> As shown in the CalEEMod User’s Guide Version 2016.3.2, Section 4.3 “OFFROAD Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

**TABLE 3-2: CONSTRUCTION EQUIPMENT ASSUMPTIONS (2 OF 2)**

Phase Name	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Pile Driving	Bore/Drill Rigs	1	8
	Cranes	1	8
	Forklifts	1	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	1	8
	Crawler Tractors	3	8
	Forklifts	3	8
	Generator Sets	1	8
	Welders	3	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Source: Construction equipment based on CalEEMod defaults.

**3.5.3 CONSTRUCTION EMISSIONS SUMMARY**

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions (50). As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 3-3.

**TABLE 3-3: AMORTIZED ANNUAL CONSTRUCTION EMISSIONS**

Year	Emissions (metric tons per year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e <sup>8</sup>
2021	1,196.98	0.15	0.00	1,200.69
2022	3,707.92	0.30	0.00	3,715.34
Total	4,904.90	0.45	0.00	4,916.04
<b>Amortized Construction Emissions (MTCO<sub>2</sub>e)</b>	<b>163.50</b>	<b>0.01</b>	<b>0.00</b>	<b>163.87</b>

**3.6 OPERATIONAL EMISSIONS**

Operational activities associated with the Project will result in emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- On-Site Cargo Handling Equipment Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste

**3.6.1 AREA SOURCE EMISSIONS**

**LANDSCAPE MAINTENANCE EQUIPMENT**

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEModv.

**3.6.2 ENERGY SOURCE EMISSIONS**

**COMBUSTION EMISSIONS ASSOCIATED WITH NATURAL GAS AND ELECTRICITY**

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO<sub>2</sub> and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting<sup>9</sup>. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect

<sup>8</sup> CalEEMod reports the most common GHGs emitted which include CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. These GHGs are then converted into the CO<sub>2</sub>e by multiplying the individual GHG by the GWP.

<sup>9</sup> The CalEEMod emissions inventory model does not include indirect emission related to street lighting. Indirect emissions related to street lighting are expected to be negligible and cannot be accurately quantified at this time as there is insufficient information as to the number and type of street lighting that would occur.

emissions. It should be noted that for the industrial components of the proposed Project, CalEEMod default parameters were used.

## **TITLE 24 ENERGY EFFICIENCY STANDARDS**

California's Energy Efficiency Standards for Residential and Nonresidential Buildings was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The CEC anticipates that nonresidential buildings will use approximately 30% less energy (51). The CalEEMod defaults for Title 24 – Electricity and Lighting Energy were reduced by 30% in order to reflect consistency with the 2019 Title 24 standard.

### **3.6.3 MOBILE SOURCE EMISSIONS**

The Project related GHG emissions derive primarily from vehicle trips generated by the Project. Trip characteristics available from the *Moreno Valley Trade Center Traffic Impact Analysis (TIA)* report were utilized in this analysis. Per TIA prepared by Translutions, Inc., the Project is expected to generate a total of approximately 6,607 two-way vehicular trips per day (52). The passenger car and truck fleet for the proposed industrial uses are broken down by passenger car and truck type (or axle type).

#### **3.5.3.1 APPROACH FOR ANALYSIS OF THE PROJECT**

Two separate model runs were utilized for cars and trucks in order to more accurately model emissions resulting from passenger car and truck operations.

#### **PASSENGER CARS**

The first run analyzed passenger car emissions, incorporated the CalEEMod default trip length of 16.6 miles for passenger cars and an assumption of 100% primary trips.

It is important to note that although the TIA does not breakdown passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1<sup>10</sup> & LDT2<sup>11</sup>), and Medium-Duty-Vehicles (MDV) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix presented in Table 3-4 was utilized in this analysis.

<sup>10</sup> Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

<sup>11</sup> Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

**TABLE 3-4: PASSENGER CAR FLEET MIX<sup>12</sup>**

Land Use	Vehicle Type	%
E-Commerce	LDA	62.30
	LDT1	4.04
	LDT2	21.21
	MDV	12.44

**TRUCKS**

The second run analyzed truck emissions, incorporated the SCAQMD recommended truck trip length of 40 miles<sup>13</sup> and an assumption of 100% primary trips.

In order to be consistent with the TIA, trucks are broken down by truck type. The trucks are comprised of 2-axle/Light-Heavy-Duty Trucks (LHDT), 3-axle/Medium-Heavy-Duty Trucks (MHDT), and 4+-axle/Heavy-Heavy-Duty Trucks (HHDT). In order to account for emissions generated by trucks, the fleet mix presented in Table 3-5 was utilized in this analysis.

**TABLE 3-5: TRUCK FLEET MIX<sup>14</sup>**

Land use	Vehicle Type	%
E-Commerce	LHDT	20.65
	MHDT	17.85
	HHDT	61.49

**3.6.4 ON-SITE CARGO HANDLING EQUIPMENT EMISSIONS**

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. The most common type of cargo handling equipment is the yard truck which is designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors (UTRs), hustlers, yard hostlers, and yard tractors. The cargo handling equipment is assumed to have a horsepower (hp) range of approximately 175 hp to 200 hp. Based on the latest available information from SCAQMD (53); for example, high-cube warehouse projects typically have 3.6 yard trucks per million sf of building space. For this particular Project, based on the maximum square footage of warehouse building space permitted by the Project,

<sup>12</sup> The Project-specific passenger car fleet mix used in this analysis is based on a proportional split utilizing the CalEEMod default percentage assigned to LDA, LDT1, LDT2, and MDV vehicle types.

<sup>13</sup> The average trip length for heavy trucks were based on the SCAQMD documents for the implementation of the Facility Based Mobile Source Measures (FBMSMs) adopted in the 2016 AQMP. SCAQMD's "Preliminary Warehouse Emission Calculations" cites 39.9-mile trip length for heavy-heavy trucks **Invalid source specified**.. As a conservative measure, a trip length of 40 miles has been utilized for all trucks for the purpose of this analysis.

<sup>14</sup> Project-specific truck fleet mix is based on the number of trips generated by each truck type (LHDT, MHDT, HHDT) relative to the total number of truck trips generated by the Project.

on-site modeled operational equipment includes up to five (5) 200 hp, compressed natural gas or gasoline-powered yard tractors operating at 4 hours a day for 365 days of the year.

**3.6.5 WATER SUPPLY, TREATMENT AND DISTRIBUTION**

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

**3.6.6 SOLID WASTE**

Industrial land uses will result in the generation and disposal of solid waste. A percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters.

**3.7 EMISSIONS SUMMARY**

The annual GHG emissions associated with the operation of the proposed Project are summarized in Table 3-6. As shown, the Project would generate approximately 28,209.57 MTCO<sub>2</sub>e/yr.

**TABLE 3-6: PROJECT GHG EMISSIONS**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	163.50	0.01	0.00	163.87
Area Source	0.11	2.90E-04	0.00	0.12
Energy Source	1,001.32	0.04	0.01	1,005.14
Mobile Source (Passenger Car)	10,304.70	0.23	0.00	10,310.34
Mobile Source (Truck)	14,137.99	0.16	0.00	14,141.98
On-Site Equipment	253.96	0.08	0.00	256.01
Waste	254.23	15.02	0.00	629.85
Water Usage	1,376.04	10.09	0.25	1,702.25
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>28,209.57</b>			

Source: CalEEMod output, See Appendices 3.1 through 3.3 for detailed model outputs.

### 3.8 GHG EMISSIONS FINDINGS AND RECOMMENDATIONS

#### 3.8.1 GHG IMPACT 1

***The Project could generate direct or indirect GHG emissions that would result in a significant impact on the environment.***

The City of Moreno Valley does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The SCAQMD's adopted numerical threshold of 10,000 MTCO<sub>2</sub>e/yr for industrial stationary source emissions is selected as the significance criterion. The SCAQMD-adopted industrial threshold was selected by the City because the proposed Project is analogous to an industrial use much more closely than any other land use such as commercial or residential in terms of its expected operating characteristics. The Project proposes a single warehouse building, characteristic of an industrial operation. Further, analysis of the Project's traffic generation is based on the ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017 for industrial and warehouse uses. Also, 10,000 MTCO<sub>2</sub>e has been used as the significance threshold by many local government lead agencies for logistics projects throughout the SCAG region since the AQMD adopted this threshold for its own use. Further, to ensure that the threshold is conservative in its application, although the AQMD uses their adopted 10,000 MTCO<sub>2</sub>e threshold to determine the significance of stationary source emissions for industrial projects, the 10,000 MTCO<sub>2</sub>e threshold used in this analysis is applied to all sources of Project-related GHG emissions whether stationary source, mobile source, area source, or other.

Use of this threshold is also consistent with guidance provided in the CAPCOA *CEQA and Climate Change* handbook, as such the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by SCAQMD using this method is 10,000 MTCO<sub>2</sub>e/yr for industrial projects. This threshold is based on the review of 711 CEQA projects.

As shown on Table 3-6, the Project will result in approximately 28,209.57 MTCO<sub>2</sub>/yr; the proposed project would exceed the SCAQMD/City's screening threshold of 10,000 MTCO<sub>2</sub>e per year. Thus, the Project has the potential to result in a cumulatively considerable impact with respect to GHG emissions.

#### 3.8.2 GHG IMPACT 2

***The Project could not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.***

As previously stated, pursuant to 15604.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions (1). As such, the Project's consistency with SB 32 (2017 Scoping Plan), is discussed below. It Consistency with AB 32 and the 2008 Scoping Plan is not necessary, since the target year for AB 32 and the 2008 Scoping Plan was 2020, and the Project's buildout year is 2021. As such the 2008 Scoping Plan does not apply and consistency with the 2017 Scoping Plan is



relevant. Project consistency with SB 32 and City’s General Plan Measures, Energy Efficiency, and CAS is evaluated in the following discussion.

**SB 32/2017 SCOPING PLAN CONSISTENCY**

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 3-7 summarizes the Project’s consistency with the 2017 Scoping Plan. As summarized, the Project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories.

**TABLE 3-7: 2017 SCOPING PLAN CONSISTENCY SUMMARY<sup>15</sup>**

Action	Responsible Parties	Consistency
<b>Implement SB 350 by 2030</b>		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The Project would use energy from Moreno Valley Electric Utility (MVU). MVU has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct MVU energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Consistent. The proposed Project would be designed and constructed to implement the energy efficiency measures, where applicable by including several measures designed to reduce energy consumption. The proposed Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
<b>Implement Mobile Source Strategy (Cleaner Technology and Fuels)</b>		

<sup>15</sup> Measures can be found at the following link: [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf)

Action	Responsible Parties	Consistency
At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.	<p style="text-align: center;">CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies</p>	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO <sub>x</sub> standard.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NO <sub>x</sub> or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the		Consistent. This Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.

Action	Responsible Parties	Consistency
document "Potential VMT Reduction Strategies for Discussion."		
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
<b>Implement California Sustainable Freight Action Plan</b>		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Consistent. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to Improve freight system efficiency.

Action	Responsible Parties	Consistency
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Consistent. The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
<b>Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030</b>		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water Resource Control Board (SWRCB), Local Air Districts	Consistent. The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. The Project would implement waste reduction and recycling measures consistent with State and City requirements. The Project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
<b>By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California’s land base as a net carbon sink</b>		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA,	Consistent. The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.

Action	Responsible Parties	Consistency
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity	CARB	Consistent. The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		Consistent. Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		Consistent. The Project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Consistent. The Project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Consistent. The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. The Project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

As shown above, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies

show that the State’s existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030 (37).

**CITY OF MORENO VALLEY GENERAL PLAN MEASURES CONSISTENCY**

As previously stated, the City of Moreno Valley General Plan does not identify specific GHG or climate change policies or goal, a number of the measures identified in the General Plan’s Air Quality Element act to reduce or control criteria pollutant emissions and peripherally reduce GHG emissions. As shown on Table 3-8, the Project has been evaluated for consistency with the City’s General Plan Air Quality Element.

**TABLE 3-8: CITY OF MORENO VALLEY GENERAL PLAN CONSISTENCY**

Objective/Policy	Project Consistency
<b>Objective 6.6:</b> Promote land use patterns that reduce daily automotive trips and reduce trip distance for work, shopping, school, and recreation.	Consistent. The Project site is providing employment opportunities to Moreno Valley and the surrounding area.
<b>Objective 6.7:</b> Reduce mobile and stationary source air pollutant emissions.	Consistent. The Project site is located proximate to existing and proposed major roadways, acting to generally reduce vehicle trip lengths, thereby reducing mobile source emissions. The Project will further reduce mobile source emissions by creating local employment opportunities, reducing commuter VMT within the region. Additionally, the Project will implement energy efficient designs and operational programs meeting or surpassing California Code of Regulations (CCR) Title 24 Building Standards, including but not limited to compliance with or betterment of, energy conservation requirements identified at CCR Title 24, Part 6, Energy Code. Energy efficient designs and programs implemented by the Project reduce resources consumption with correlating reductions in stationary-source emissions.
<b>Policy 6.7.5:</b> Require grading activities to comply with SCAQMD District’s Rule 403 regarding the control of fugitive dust.	Consistent. The Project will be required to implement fugitive dust control measures consistent with SCAQMD Rule 403.
<b>Policy 6.7.6:</b> Require building construction to comply with the energy conservation requirements of Title 24 of the California Administrative Code [CCR].	Consistent. Pursuant to City and State Building Code requirements, the Project will meet or surpass applicable CCR Title 24 energy conservation requirements.

Source: City of Moreno Valley General Plan, Safety Element

**CITY OF MORENO VALLEY ENERGY EFFICIENCY AND CAS CONSISTENCY**

The City of Moreno Valley released an Energy Efficiency and CAS as well as a GHG Analysis for public review on May 8, 2012. The documents were approved on October 9, 2012. The CAS identifies ways that the City can reduce energy and water consumption and GHG emissions as an organization

(its employees and the operation of its facilities) and outlines the actions that the City can encourage and community members can employ to reduce their own energy and water consumption and GHG emissions. The policies in the document are to reduce GHG emissions in 2010 by 15% by 2020. The following table consists of an analysis of Project consistency with the policies in the CAS.

**TABLE 3-9: CITY OF MORENO VALLEY GENERAL PLAN CONSISTENCY**

Objective/Policy	Project Consistency
<p><b>R2-T1: Land Use Based Trips and VMT Reduction Policies.</b></p> <p>Encourage the development of Transit Priority Projects along High-Quality Transit Corridors identified in the SCAG Sustainable Communities Plan, to allow a reduction in VMT.</p>	<p>Consistent. The Project site is located proximate to existing and proposed major roadways, acting to generally reduce vehicle trip lengths, thereby reducing mobile source emissions. The Project will further reduce mobile source emissions by creating local employment opportunities, reducing commuter VMT within the region.</p>
<p><b>R2-T3: Employment-Based Trip Reductions.</b></p> <p>Require a Transportation Demand Management (TDM) program for new development to reduce automobile travel by encouraging ride-sharing, carpooling, and alternative modes of transportation.</p>	<p>Consistent. The Project will encourage carpooling and provide information to employees on the use of public transit.</p>
<p><b>R2-E1: New Construction Residential Energy Efficiency Requirements.</b></p> <p>Require energy efficient design for all new residential buildings to be 10% beyond the current Title 24 standards.</p>	<p>Not applicable; this measure applies to residential projects.</p>
<p><b>R2-E2: New Construction Residential Renewable Energy.</b></p> <p>Facilitate the use of renewable energy (such as solar (photovoltaic) panels or small wind turbines) for new residential developments. Alternative approach would be the purchase of renewable energy resources offsite.</p>	<p>Not applicable; this measure applies to residential projects</p>
<p><b>R2-E5: New Construction Commercial Energy Efficiency Requirements.</b></p>	<p>Project consistency: Consistent; Current Title 24 requirements would achieve greater reduction than envisioned by the City’s CAS. Further, the Project would be required to comply with any adopted</p>

Objective/Policy	Project Consistency
<p>Require energy efficient design for all new commercial buildings to be 10% beyond the 2008 Title 24 standards (which were in effect at the time the CAP was adopted).</p>	<p>municipal code requirements set forth by the City of Moreno Valley. As such the Project would be consistent with R2-E5.</p>
<p><b>R3-E1: Energy Efficient Development, and Renewable Energy Deployment Facilitation and Streamlining.</b></p> <p>Updating of codes and zoning requirements and guidelines to further implement green building practices. This could include incentives for energy efficient projects.</p>	<p>Project consistency: Not applicable on a project-level.</p>
<p><b>R3-L2: Heat Island Plan. Develop measures that address “heat islands.”</b></p> <p>Potential measures include using strategically placed shade trees, using paving materials with a Solar Reflective Index of at least 29, an open grid pavement system, or covered parking.</p>	<p>Project consistency: Consistent; the Project will comply with the City of Moreno Valley’s landscaping requirements.</p>
<p><b>R2-W1: Water Use Reduction Initiative.</b></p> <p>Consider adopting a per capita water use reduction goal, which mandates the reduction of water use of 20% per capita with requirements applicable to new development and with cooperative support of the water agencies.</p>	<p>Project consistency: Consistent. California Green Building Standards Code, Chapter 5, Division 5.3, Section 5.303.2 requires that indoor water use be reduced by 20%. Section 5.304.3 requires irrigation controllers and sensors.</p>
<p><b>R3-W1: Water Efficiency Training and Education.</b></p> <p>Work with EMWD and local water companies to implement a public information and education program that promotes water conservation.</p>	<p>Project consistency: Not applicable at a project-level.</p>
<p><b>R2-S1: City Diversion Program.</b></p> <p>For Solid Waste, consider a target of increasing the waste diverted from the landfill to a total of 75% by 2020.</p>	<p>Project consistency: Consistent; the Project will comply with the City of Moreno Valley’s citywide goal of solid waste reduction. Additionally, the Project will be compliant with the City of Moreno Valley’s</p>



Objective/Policy	Project Consistency
	Municipal Code 8.80.030 by implementing a Waste Management Plan.

Source: City of Moreno Valley General Plan, Safety Element

Notwithstanding, because the Project exceeds the applicable numeric threshold and results in a cumulatively considerable impact with respect to GHG emissions, a significant and unavoidable finding with respect to this criterion is also identified.

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## 5 CERTIFICATIONS

The contents of this GHG study report represent an accurate depiction of the GHG impacts associated with the proposed Moreno Valley Trade Center E-Commerce Project. The information contained in this GHG report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at [hqureshi@urbanxroads.com](mailto:hqureshi@urbanxroads.com).

Haseeb Qureshi  
Associate Principal  
URBAN CROSSROADS, INC.  
[hqureshi@urbanxroads.com](mailto:hqureshi@urbanxroads.com)

### EDUCATION

Master of Science in Environmental Studies  
California State University, Fullerton • May 2010

Bachelor of Arts in Environmental Analysis and Design  
University of California, Irvine • June 2006

### PROFESSIONAL AFFILIATIONS

AEP – Association of Environmental Planners  
AWMA – Air and Waste Management Association  
ASTM – American Society for Testing and Materials

### PROFESSIONAL CERTIFICATIONS

Planned Communities and Urban Infill – Urban Land Institute • June 2011  
Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April 2008  
Principles of Ambient Air Monitoring – California Air Resources Board • August 2007  
AB2588 Regulatory Standards – Trinity Consultants • November 2006  
Air Dispersion Modeling – Lakes Environmental • June 2006

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**APPENDIX 3.1:**

**CALEEMOD PROJECT ANNUAL CONSTRUCTION EMISSIONS MODEL OUTPUTS**

Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

**Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated)**  
**Riverside-South Coast County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	1,332.38	1000sqft	30.59	1,332,380.00	0
Other Asphalt Surfaces	954.51	1000sqft	21.91	954,505.00	0
Parking Lot	2,086.00	Space	19.15	834,400.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

Project Characteristics -

Land Use - Total Project Area is 71.65 acres.

Construction Phase - Construction Schedule adjusted to meet the 2022 Opening Year.

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Off-road Equipment -

Off-road Equipment - Construction equipment based on information provided by the Project Applicant.

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Demolition -

Grading - It is assumed that a maximum of 10 acres will be graded per day.

Architectural Coating - Rule 1113

Vehicle Trips - Construction Run Only.

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Energy Use - Construction Run Only.

Water And Wastewater - Construction Run Only.

Solid Waste - Construction Run Only.

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblConstructionPhase	NumDays	75.00	120.00
tblConstructionPhase	NumDays	1,110.00	325.00
tblConstructionPhase	NumDays	70.00	30.00

## Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	50.00
tblConstructionPhase	NumDays	40.00	25.00
tblConstructionPhase	NumDays	40.00	25.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	0.37	0.00
tblEnergyUse	T24NG	2.00	0.00
tblGrading	AcresOfGrading	105.00	300.00
tblGrading	AcresOfGrading	50.00	250.00
tblGrading	AcresOfGrading	0.00	250.00
tblGrading	MaterialExported	0.00	184.00
tblLandUse	LotAcreage	18.77	19.15
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	1,252.44	0.00
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tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.09	0.00

Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	3.11	7.94
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tblVehicleEF	HHD	24.87	7.34
tblVehicleEF	HHD	2.31	2.57
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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
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tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8960e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	2.0000e-006
tblVehicleEF	HHD	2.3460e-003	6.0000e-005
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tblVehicleEF	HHD	4.3000e-005	1.0000e-006
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tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01

Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	6.9000e-005	0.00
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tblVehicleEF	HHD	1.5800e-004	2.7500e-004
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tblVehicleEF	HHD	0.03	0.02
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tblVehicleEF	HHD	2.26	7.79
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tblVehicleEF	HHD	1,444.51	1,313.58
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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	8.9510e-003	2.9360e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8960e-003

Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
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tblVehicleEF	HHD	1.6100e-004	2.7900e-004
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tblVehicleEF	HHD	0.01	0.01
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Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

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tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	0.01	3.7530e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8670e-003
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tblVehicleEF	HHD	3.4000e-005	0.00
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Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	0.10	0.05
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tblVehicleEF	LDA	0.04	0.05
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tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.20

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tblVehicleEF	LDA	0.07	0.23
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tblVehicleEF	LDA	0.07	0.09
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tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.20
tblVehicleEF	LDA	3.5320e-003	2.0910e-003

Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

tblVehicleEF	LDA	4.9050e-003	0.05
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tblVehicleEF	LDA	56.65	53.22
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tblVehicleEF	LDA	2.2500e-003	1.8360e-003
tblVehicleEF	LDA	1.4580e-003	1.2660e-003
tblVehicleEF	LDA	2.0690e-003	1.6880e-003
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.04
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tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.04
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tblVehicleEF	LDA	0.07	0.23
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Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

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tblVehicleEF	LDT1	0.03	0.03
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tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.19	0.80
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Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

tblVehicleEF	LDT1	70.39	64.11
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tblVehicleEF	LDT1	0.40	0.31
tblVehicleEF	LDT1	0.25	0.27
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.19	0.80
tblVehicleEF	LDT1	0.20	0.38
tblVehicleEF	LDT1	0.01	6.6720e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.24	1.34
tblVehicleEF	LDT1	3.11	2.39
tblVehicleEF	LDT1	298.00	300.78
tblVehicleEF	LDT1	70.39	64.83
tblVehicleEF	LDT1	0.12	0.12

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tblVehicleEF	LDT1	2.3960e-003	2.0960e-003
tblVehicleEF	LDT1	3.5150e-003	2.7320e-003
tblVehicleEF	LDT1	2.2060e-003	1.9290e-003
tblVehicleEF	LDT1	3.2320e-003	2.5120e-003
tblVehicleEF	LDT1	0.17	0.17
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.22	0.41
tblVehicleEF	LDT1	2.9950e-003	2.9760e-003
tblVehicleEF	LDT1	7.5900e-004	6.4200e-004
tblVehicleEF	LDT1	0.17	0.17
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.24	0.44
tblVehicleEF	LDT2	5.1640e-003	3.7850e-003
tblVehicleEF	LDT2	6.4600e-003	0.07
tblVehicleEF	LDT2	0.71	0.90
tblVehicleEF	LDT2	1.39	2.64
tblVehicleEF	LDT2	342.68	326.57
tblVehicleEF	LDT2	78.65	68.91
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	1.6000e-003	1.4270e-003
tblVehicleEF	LDT2	2.3460e-003	1.8750e-003

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tblVehicleEF	LDT2	1.4710e-003	1.3130e-003
tblVehicleEF	LDT2	2.1570e-003	1.7240e-003
tblVehicleEF	LDT2	0.07	0.11
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.09
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	3.4320e-003	3.2310e-003
tblVehicleEF	LDT2	8.1000e-004	6.8200e-004
tblVehicleEF	LDT2	0.07	0.11
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.09
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.10	0.33
tblVehicleEF	LDT2	5.8560e-003	4.3030e-003
tblVehicleEF	LDT2	5.6090e-003	0.06
tblVehicleEF	LDT2	0.87	1.10
tblVehicleEF	LDT2	1.23	2.34
tblVehicleEF	LDT2	372.88	349.63
tblVehicleEF	LDT2	78.65	68.30
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	1.6000e-003	1.4270e-003
tblVehicleEF	LDT2	2.3460e-003	1.8750e-003
tblVehicleEF	LDT2	1.4710e-003	1.3130e-003
tblVehicleEF	LDT2	2.1570e-003	1.7240e-003

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tblVehicleEF	LDT2	0.13	0.21
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.10	0.16
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.08	0.27
tblVehicleEF	LDT2	3.7360e-003	3.4590e-003
tblVehicleEF	LDT2	8.0700e-004	6.7600e-004
tblVehicleEF	LDT2	0.13	0.21
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.10	0.16
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	4.9650e-003	3.6320e-003
tblVehicleEF	LDT2	6.6500e-003	0.07
tblVehicleEF	LDT2	0.67	0.84
tblVehicleEF	LDT2	1.42	2.71
tblVehicleEF	LDT2	333.62	319.57
tblVehicleEF	LDT2	78.65	69.04
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	1.6000e-003	1.4270e-003
tblVehicleEF	LDT2	2.3460e-003	1.8750e-003
tblVehicleEF	LDT2	1.4710e-003	1.3130e-003
tblVehicleEF	LDT2	2.1570e-003	1.7240e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14



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tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.49
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	3.3410e-003	3.1620e-003
tblVehicleEF	LDT2	8.1000e-004	6.8300e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.49
tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LHD1	5.1810e-003	4.7600e-003
tblVehicleEF	LHD1	9.5070e-003	4.8390e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.93
tblVehicleEF	LHD1	9.26	9.38
tblVehicleEF	LHD1	602.20	632.13
tblVehicleEF	LHD1	29.86	10.36
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.06	1.46
tblVehicleEF	LHD1	9.7000e-004	9.7900e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.2300e-004

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tblVehicleEF	LHD1	9.2800e-004	9.3700e-004
tblVehicleEF	LHD1	2.5490e-003	2.5040e-003
tblVehicleEF	LHD1	0.01	9.9950e-003
tblVehicleEF	LHD1	7.6200e-004	2.0500e-004
tblVehicleEF	LHD1	3.7780e-003	3.0170e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8760e-003	1.4960e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.31	0.47
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1480e-003
tblVehicleEF	LHD1	3.4200e-004	1.0300e-004
tblVehicleEF	LHD1	3.7780e-003	3.0170e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8760e-003	1.4960e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.31	0.47
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD1	5.1810e-003	4.7720e-003
tblVehicleEF	LHD1	9.6980e-003	4.9170e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.89	0.67
tblVehicleEF	LHD1	2.15	0.88

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tblVehicleEF	LHD1	9.26	9.38
tblVehicleEF	LHD1	602.20	632.14
tblVehicleEF	LHD1	29.86	10.28
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.94	1.37
tblVehicleEF	LHD1	9.7000e-004	9.7900e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.2300e-004
tblVehicleEF	LHD1	9.2800e-004	9.3700e-004
tblVehicleEF	LHD1	2.5490e-003	2.5040e-003
tblVehicleEF	LHD1	0.01	9.9950e-003
tblVehicleEF	LHD1	7.6200e-004	2.0500e-004
tblVehicleEF	LHD1	7.0590e-003	5.6440e-003
tblVehicleEF	LHD1	0.12	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.5660e-003	2.8600e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.32	0.48
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1480e-003
tblVehicleEF	LHD1	3.4000e-004	1.0200e-004
tblVehicleEF	LHD1	7.0590e-003	5.6440e-003
tblVehicleEF	LHD1	0.12	0.09
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	3.5660e-003	2.8600e-003

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tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.32	0.48
tblVehicleEF	LHD1	0.25	0.08
tblVehicleEF	LHD1	5.1810e-003	4.7590e-003
tblVehicleEF	LHD1	9.4900e-003	4.8280e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.93
tblVehicleEF	LHD1	9.26	9.38
tblVehicleEF	LHD1	602.20	632.12
tblVehicleEF	LHD1	29.86	10.37
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.04	1.44
tblVehicleEF	LHD1	9.7000e-004	9.7900e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.2300e-004
tblVehicleEF	LHD1	9.2800e-004	9.3700e-004
tblVehicleEF	LHD1	2.5490e-003	2.5040e-003
tblVehicleEF	LHD1	0.01	9.9950e-003
tblVehicleEF	LHD1	7.6200e-004	2.0500e-004
tblVehicleEF	LHD1	3.3490e-003	2.6630e-003
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7110e-003	1.3580e-003
tblVehicleEF	LHD1	0.07	0.06

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tblVehicleEF	LHD1	0.34	0.51
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9020e-003	6.1480e-003
tblVehicleEF	LHD1	3.4200e-004	1.0300e-004
tblVehicleEF	LHD1	3.3490e-003	2.6630e-003
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7110e-003	1.3580e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.34	0.51
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD2	3.4600e-003	3.0860e-003
tblVehicleEF	LHD2	4.0020e-003	3.5550e-003
tblVehicleEF	LHD2	7.4040e-003	8.4670e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	1.08	0.54
tblVehicleEF	LHD2	14.41	14.77
tblVehicleEF	LHD2	598.41	631.11
tblVehicleEF	LHD2	23.24	7.16
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.50	1.61
tblVehicleEF	LHD2	1.3120e-003	1.4480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.1000e-004

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tblVehicleEF	LHD2	1.2550e-003	1.3860e-003
tblVehicleEF	LHD2	2.7000e-003	2.7130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	1.0100e-004
tblVehicleEF	LHD2	1.4050e-003	1.6110e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.4200e-004	8.1800e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.23
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	6.0810e-003
tblVehicleEF	LHD2	2.5200e-004	7.1000e-005
tblVehicleEF	LHD2	1.4050e-003	1.6110e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.4200e-004	8.1800e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.23
tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	LHD2	3.4600e-003	3.0930e-003
tblVehicleEF	LHD2	4.0450e-003	3.5800e-003
tblVehicleEF	LHD2	7.1500e-003	8.1830e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.49
tblVehicleEF	LHD2	1.04	0.51

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tblVehicleEF	LHD2	14.41	14.77
tblVehicleEF	LHD2	598.41	631.12
tblVehicleEF	LHD2	23.24	7.12
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.41	1.52
tblVehicleEF	LHD2	1.3120e-003	1.4480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.1000e-004
tblVehicleEF	LHD2	1.2550e-003	1.3860e-003
tblVehicleEF	LHD2	2.7000e-003	2.7130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	1.0100e-004
tblVehicleEF	LHD2	2.6530e-003	3.0380e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.3950e-003	1.5540e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.24
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	6.0810e-003
tblVehicleEF	LHD2	2.5100e-004	7.0000e-005
tblVehicleEF	LHD2	2.6530e-003	3.0380e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.3950e-003	1.5540e-003

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tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.24
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	3.4600e-003	3.0850e-003
tblVehicleEF	LHD2	3.9920e-003	3.5470e-003
tblVehicleEF	LHD2	7.4470e-003	8.5290e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	1.09	0.54
tblVehicleEF	LHD2	14.41	14.77
tblVehicleEF	LHD2	598.41	631.11
tblVehicleEF	LHD2	23.24	7.17
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.48	1.59
tblVehicleEF	LHD2	1.3120e-003	1.4480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.1000e-004
tblVehicleEF	LHD2	1.2550e-003	1.3860e-003
tblVehicleEF	LHD2	2.7000e-003	2.7130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	1.0100e-004
tblVehicleEF	LHD2	1.1040e-003	1.2560e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.2900e-004	6.8000e-004
tblVehicleEF	LHD2	0.05	0.06



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tblVehicleEF	LHD2	0.08	0.25
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	6.0810e-003
tblVehicleEF	LHD2	2.5200e-004	7.1000e-005
tblVehicleEF	LHD2	1.1040e-003	1.2560e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.2900e-004	6.8000e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.25
tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	MCY	0.42	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.14	19.26
tblVehicleEF	MCY	9.69	8.57
tblVehicleEF	MCY	166.26	208.19
tblVehicleEF	MCY	45.80	60.41
tblVehicleEF	MCY	1.12	1.12
tblVehicleEF	MCY	1.8240e-003	1.8040e-003
tblVehicleEF	MCY	3.3680e-003	2.8470e-003
tblVehicleEF	MCY	1.7050e-003	1.6870e-003
tblVehicleEF	MCY	3.1720e-003	2.6790e-003
tblVehicleEF	MCY	1.69	1.66
tblVehicleEF	MCY	0.85	0.84
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	2.13	2.14

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tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.06	1.82
tblVehicleEF	MCY	2.0370e-003	2.0600e-003
tblVehicleEF	MCY	6.7700e-004	5.9800e-004
tblVehicleEF	MCY	1.69	1.66
tblVehicleEF	MCY	0.85	0.84
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	2.63	2.64
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.24	1.98
tblVehicleEF	MCY	0.42	0.32
tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	19.85	19.92
tblVehicleEF	MCY	9.10	8.00
tblVehicleEF	MCY	166.26	209.15
tblVehicleEF	MCY	45.80	58.86
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	1.8240e-003	1.8040e-003
tblVehicleEF	MCY	3.3680e-003	2.8470e-003
tblVehicleEF	MCY	1.7050e-003	1.6870e-003
tblVehicleEF	MCY	3.1720e-003	2.6790e-003
tblVehicleEF	MCY	3.36	3.29
tblVehicleEF	MCY	1.24	1.24
tblVehicleEF	MCY	2.10	2.05
tblVehicleEF	MCY	2.11	2.12
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	1.85	1.62

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tblVehicleEF	MCY	2.0480e-003	2.0700e-003
tblVehicleEF	MCY	6.6100e-004	5.8200e-004
tblVehicleEF	MCY	3.36	3.29
tblVehicleEF	MCY	1.24	1.24
tblVehicleEF	MCY	2.10	2.05
tblVehicleEF	MCY	2.61	2.61
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.01	1.77
tblVehicleEF	MCY	0.42	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.68	18.80
tblVehicleEF	MCY	9.65	8.51
tblVehicleEF	MCY	166.26	207.43
tblVehicleEF	MCY	45.80	60.33
tblVehicleEF	MCY	1.12	1.12
tblVehicleEF	MCY	1.8240e-003	1.8040e-003
tblVehicleEF	MCY	3.3680e-003	2.8470e-003
tblVehicleEF	MCY	1.7050e-003	1.6870e-003
tblVehicleEF	MCY	3.1720e-003	2.6790e-003
tblVehicleEF	MCY	1.60	1.59
tblVehicleEF	MCY	1.04	1.03
tblVehicleEF	MCY	0.74	0.73
tblVehicleEF	MCY	2.12	2.13
tblVehicleEF	MCY	0.64	2.07
tblVehicleEF	MCY	2.07	1.82
tblVehicleEF	MCY	2.0300e-003	2.0530e-003
tblVehicleEF	MCY	6.7700e-004	5.9700e-004

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tblVehicleEF	MCY	1.60	1.59
tblVehicleEF	MCY	1.04	1.03
tblVehicleEF	MCY	0.74	0.73
tblVehicleEF	MCY	2.62	2.63
tblVehicleEF	MCY	0.64	2.07
tblVehicleEF	MCY	2.26	1.98
tblVehicleEF	MDV	0.01	4.9040e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.26	1.05
tblVehicleEF	MDV	2.88	3.10
tblVehicleEF	MDV	474.24	407.96
tblVehicleEF	MDV	107.24	85.75
tblVehicleEF	MDV	0.15	0.10
tblVehicleEF	MDV	1.6800e-003	1.4930e-003
tblVehicleEF	MDV	2.4130e-003	1.9530e-003
tblVehicleEF	MDV	1.5490e-003	1.3770e-003
tblVehicleEF	MDV	2.2190e-003	1.7960e-003
tblVehicleEF	MDV	0.11	0.13
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.22	0.41
tblVehicleEF	MDV	4.7510e-003	4.0340e-003
tblVehicleEF	MDV	1.1230e-003	8.4900e-004
tblVehicleEF	MDV	0.11	0.13
tblVehicleEF	MDV	0.20	0.16

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tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.24	0.44
tblVehicleEF	MDV	0.01	5.5890e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.53	1.28
tblVehicleEF	MDV	2.54	2.73
tblVehicleEF	MDV	514.80	432.45
tblVehicleEF	MDV	107.24	84.99
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	1.6800e-003	1.4930e-003
tblVehicleEF	MDV	2.4130e-003	1.9530e-003
tblVehicleEF	MDV	1.5490e-003	1.3770e-003
tblVehicleEF	MDV	2.2190e-003	1.7960e-003
tblVehicleEF	MDV	0.21	0.25
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.20
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.19	0.35
tblVehicleEF	MDV	5.1610e-003	4.2760e-003
tblVehicleEF	MDV	1.1170e-003	8.4100e-004
tblVehicleEF	MDV	0.21	0.25
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.20
tblVehicleEF	MDV	0.05	0.03

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tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.21	0.39
tblVehicleEF	MDV	0.01	4.7070e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.18	0.98
tblVehicleEF	MDV	2.94	3.17
tblVehicleEF	MDV	462.11	400.61
tblVehicleEF	MDV	107.24	85.90
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	1.6800e-003	1.4930e-003
tblVehicleEF	MDV	2.4130e-003	1.9530e-003
tblVehicleEF	MDV	1.5490e-003	1.3770e-003
tblVehicleEF	MDV	2.2190e-003	1.7960e-003
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.55
tblVehicleEF	MDV	0.23	0.42
tblVehicleEF	MDV	4.6290e-003	3.9610e-003
tblVehicleEF	MDV	1.1240e-003	8.5000e-004
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.55
tblVehicleEF	MDV	0.25	0.46

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tblVehicleEF	MH	0.03	3.2770e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.33	0.33
tblVehicleEF	MH	5.58	0.00
tblVehicleEF	MH	998.83	934.95
tblVehicleEF	MH	57.38	0.00
tblVehicleEF	MH	1.57	4.29
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	1.0280e-003	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	9.4600e-004	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.33	0.00
tblVehicleEF	MH	9.9070e-003	8.8390e-003
tblVehicleEF	MH	6.7100e-004	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.36	0.00

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tblVehicleEF	MH	0.03	3.2770e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.40	0.33
tblVehicleEF	MH	5.19	0.00
tblVehicleEF	MH	998.83	934.95
tblVehicleEF	MH	57.38	0.00
tblVehicleEF	MH	1.46	4.05
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	1.0280e-003	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	9.4600e-004	0.00
tblVehicleEF	MH	2.69	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	1.00	0.00
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.31	0.00
tblVehicleEF	MH	9.9080e-003	8.8390e-003
tblVehicleEF	MH	6.6400e-004	0.00
tblVehicleEF	MH	2.69	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	1.00	0.00
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.34	0.00



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tblVehicleEF	MH	0.03	3.2770e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.32	0.33
tblVehicleEF	MH	5.61	0.00
tblVehicleEF	MH	998.83	934.95
tblVehicleEF	MH	57.38	0.00
tblVehicleEF	MH	1.55	4.25
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	1.0280e-003	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	9.4600e-004	0.00
tblVehicleEF	MH	1.48	0.00
tblVehicleEF	MH	0.10	0.00
tblVehicleEF	MH	0.50	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.33	0.00
tblVehicleEF	MH	9.9070e-003	8.8390e-003
tblVehicleEF	MH	6.7200e-004	0.00
tblVehicleEF	MH	1.48	0.00
tblVehicleEF	MH	0.10	0.00
tblVehicleEF	MH	0.50	0.00
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.36	0.00

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tblVehicleEF	MHD	0.02	3.1740e-003
tblVehicleEF	MHD	3.1970e-003	3.4150e-003
tblVehicleEF	MHD	0.05	8.4360e-003
tblVehicleEF	MHD	0.35	0.34
tblVehicleEF	MHD	0.24	0.36
tblVehicleEF	MHD	5.47	0.98
tblVehicleEF	MHD	152.51	72.73
tblVehicleEF	MHD	1,062.94	972.64
tblVehicleEF	MHD	54.61	8.27
tblVehicleEF	MHD	0.61	0.57
tblVehicleEF	MHD	0.89	1.55
tblVehicleEF	MHD	9.8000e-004	1.4440e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	9.5000e-005
tblVehicleEF	MHD	9.3700e-004	1.3820e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	8.7000e-005
tblVehicleEF	MHD	1.6000e-003	6.7900e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	8.0100e-004	3.4200e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.33	0.04
tblVehicleEF	MHD	1.4660e-003	6.9000e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.4200e-004	8.2000e-005

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tblVehicleEF	MHD	1.6000e-003	6.7900e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	8.0100e-004	3.4200e-004
tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.36	0.05
tblVehicleEF	MHD	0.02	3.0150e-003
tblVehicleEF	MHD	3.2380e-003	3.4390e-003
tblVehicleEF	MHD	0.05	8.1570e-003
tblVehicleEF	MHD	0.25	0.29
tblVehicleEF	MHD	0.25	0.36
tblVehicleEF	MHD	5.23	0.94
tblVehicleEF	MHD	161.54	73.65
tblVehicleEF	MHD	1,062.94	972.65
tblVehicleEF	MHD	54.61	8.20
tblVehicleEF	MHD	0.63	0.57
tblVehicleEF	MHD	0.83	1.46
tblVehicleEF	MHD	8.2600e-004	1.2200e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	9.5000e-005
tblVehicleEF	MHD	7.9000e-004	1.1680e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	8.7000e-005
tblVehicleEF	MHD	3.0890e-003	1.2990e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.02

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tblVehicleEF	MHD	1.5560e-003	6.6700e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.32	0.04
tblVehicleEF	MHD	1.5510e-003	6.9800e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.3800e-004	8.1000e-005
tblVehicleEF	MHD	3.0890e-003	1.2990e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.5560e-003	6.6700e-004
tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.35	0.05
tblVehicleEF	MHD	0.02	3.4030e-003
tblVehicleEF	MHD	3.1690e-003	3.3980e-003
tblVehicleEF	MHD	0.05	8.5100e-003
tblVehicleEF	MHD	0.48	0.42
tblVehicleEF	MHD	0.24	0.36
tblVehicleEF	MHD	5.56	0.99
tblVehicleEF	MHD	140.03	71.45
tblVehicleEF	MHD	1,062.94	972.64
tblVehicleEF	MHD	54.61	8.30
tblVehicleEF	MHD	0.58	0.56
tblVehicleEF	MHD	0.88	1.54
tblVehicleEF	MHD	1.1920e-003	1.7540e-003
tblVehicleEF	MHD	5.7040e-003	0.05

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tblVehicleEF	MHD	7.4900e-004	9.5000e-005
tblVehicleEF	MHD	1.1400e-003	1.6780e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	8.7000e-005
tblVehicleEF	MHD	1.1940e-003	5.2100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.2900e-004	2.7500e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.11
tblVehicleEF	MHD	0.34	0.05
tblVehicleEF	MHD	1.3480e-003	6.7700e-004
tblVehicleEF	MHD	0.01	9.2610e-003
tblVehicleEF	MHD	6.4300e-004	8.2000e-005
tblVehicleEF	MHD	1.1940e-003	5.2100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	6.2900e-004	2.7500e-004
tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.11
tblVehicleEF	MHD	0.37	0.05
tblVehicleEF	OBUS	0.01	8.6690e-003
tblVehicleEF	OBUS	6.8270e-003	6.2940e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	0.49
tblVehicleEF	OBUS	0.46	0.72
tblVehicleEF	OBUS	5.79	2.51

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tblVehicleEF	OBUS	74.97	71.08
tblVehicleEF	OBUS	1,092.94	1,371.04
tblVehicleEF	OBUS	69.71	20.56
tblVehicleEF	OBUS	0.31	0.33
tblVehicleEF	OBUS	0.97	1.20
tblVehicleEF	OBUS	6.8000e-005	5.9500e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	1.9400e-004
tblVehicleEF	OBUS	6.5000e-005	5.6900e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.7800e-004
tblVehicleEF	OBUS	2.1110e-003	2.6170e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.1000e-004	1.1260e-003
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.36	0.12
tblVehicleEF	OBUS	7.2800e-004	6.7800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9900e-004	2.0300e-004
tblVehicleEF	OBUS	2.1110e-003	2.6170e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	9.1000e-004	1.1260e-003
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.05	0.26

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tblVehicleEF	OBUS	0.39	0.13
tblVehicleEF	OBUS	0.01	8.7200e-003
tblVehicleEF	OBUS	6.9570e-003	6.4100e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.48
tblVehicleEF	OBUS	0.46	0.73
tblVehicleEF	OBUS	5.41	2.35
tblVehicleEF	OBUS	78.41	70.99
tblVehicleEF	OBUS	1,092.94	1,371.06
tblVehicleEF	OBUS	69.71	20.28
tblVehicleEF	OBUS	0.32	0.32
tblVehicleEF	OBUS	0.91	1.12
tblVehicleEF	OBUS	5.7000e-005	5.0500e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	1.9400e-004
tblVehicleEF	OBUS	5.4000e-005	4.8300e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.7800e-004
tblVehicleEF	OBUS	3.9250e-003	4.7670e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	1.7420e-003	2.1480e-003
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	7.6000e-004	6.7700e-004
tblVehicleEF	OBUS	0.01	0.01

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tblVehicleEF	OBUS	7.9200e-004	2.0100e-004
tblVehicleEF	OBUS	3.9250e-003	4.7670e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	1.7420e-003	2.1480e-003
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.38	0.13
tblVehicleEF	OBUS	0.01	8.6270e-003
tblVehicleEF	OBUS	6.8060e-003	6.2600e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	0.50
tblVehicleEF	OBUS	0.46	0.72
tblVehicleEF	OBUS	5.84	2.54
tblVehicleEF	OBUS	70.22	71.20
tblVehicleEF	OBUS	1,092.94	1,371.03
tblVehicleEF	OBUS	69.71	20.60
tblVehicleEF	OBUS	0.29	0.33
tblVehicleEF	OBUS	0.97	1.20
tblVehicleEF	OBUS	8.2000e-005	7.1900e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	1.9400e-004
tblVehicleEF	OBUS	7.9000e-005	6.8800e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.7800e-004
tblVehicleEF	OBUS	1.8300e-003	2.3790e-003
tblVehicleEF	OBUS	0.02	0.03



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tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	8.3900e-004	1.0720e-003
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	0.05	0.28
tblVehicleEF	OBUS	0.36	0.12
tblVehicleEF	OBUS	6.8200e-004	6.7900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9900e-004	2.0400e-004
tblVehicleEF	OBUS	1.8300e-003	2.3790e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	8.3900e-004	1.0720e-003
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.05	0.28
tblVehicleEF	OBUS	0.40	0.13
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3720e-003
tblVehicleEF	SBUS	0.06	7.0630e-003
tblVehicleEF	SBUS	7.82	3.08
tblVehicleEF	SBUS	0.60	0.51
tblVehicleEF	SBUS	6.53	0.94
tblVehicleEF	SBUS	1,137.52	365.13
tblVehicleEF	SBUS	1,098.11	1,104.50
tblVehicleEF	SBUS	54.55	6.09
tblVehicleEF	SBUS	9.42	3.47
tblVehicleEF	SBUS	4.31	4.62
tblVehicleEF	SBUS	9.5680e-003	3.7440e-003

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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.2000e-005
tblVehicleEF	SBUS	9.1540e-003	3.5820e-003
tblVehicleEF	SBUS	2.6910e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	3.9000e-005
tblVehicleEF	SBUS	4.8460e-003	1.4040e-003
tblVehicleEF	SBUS	0.03	9.3180e-003
tblVehicleEF	SBUS	0.93	0.36
tblVehicleEF	SBUS	2.2980e-003	6.7500e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.36	0.04
tblVehicleEF	SBUS	0.01	3.4880e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5900e-004	6.0000e-005
tblVehicleEF	SBUS	4.8460e-003	1.4040e-003
tblVehicleEF	SBUS	0.03	9.3180e-003
tblVehicleEF	SBUS	1.33	0.52
tblVehicleEF	SBUS	2.2980e-003	6.7500e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.39	0.04
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.4450e-003
tblVehicleEF	SBUS	0.05	5.9200e-003

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tblVehicleEF	SBUS	7.71	3.04
tblVehicleEF	SBUS	0.61	0.52
tblVehicleEF	SBUS	4.73	0.68
tblVehicleEF	SBUS	1,189.12	374.76
tblVehicleEF	SBUS	1,098.11	1,104.52
tblVehicleEF	SBUS	54.55	5.66
tblVehicleEF	SBUS	9.72	3.55
tblVehicleEF	SBUS	4.05	4.35
tblVehicleEF	SBUS	8.0660e-003	3.1630e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.2000e-005
tblVehicleEF	SBUS	7.7170e-003	3.0260e-003
tblVehicleEF	SBUS	2.6910e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	3.9000e-005
tblVehicleEF	SBUS	8.7430e-003	2.5310e-003
tblVehicleEF	SBUS	0.03	9.8380e-003
tblVehicleEF	SBUS	0.92	0.36
tblVehicleEF	SBUS	4.2770e-003	1.2510e-003
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.30	0.03
tblVehicleEF	SBUS	0.01	3.5790e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.2900e-004	5.6000e-005
tblVehicleEF	SBUS	8.7430e-003	2.5310e-003

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tblVehicleEF	SBUS	0.03	9.8380e-003
tblVehicleEF	SBUS	1.33	0.52
tblVehicleEF	SBUS	4.2770e-003	1.2510e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.33	0.04
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3640e-003
tblVehicleEF	SBUS	0.06	7.3130e-003
tblVehicleEF	SBUS	7.98	3.13
tblVehicleEF	SBUS	0.60	0.51
tblVehicleEF	SBUS	6.89	0.98
tblVehicleEF	SBUS	1,066.27	351.83
tblVehicleEF	SBUS	1,098.11	1,104.50
tblVehicleEF	SBUS	54.55	6.17
tblVehicleEF	SBUS	9.00	3.35
tblVehicleEF	SBUS	4.26	4.59
tblVehicleEF	SBUS	0.01	4.5460e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.2000e-005
tblVehicleEF	SBUS	0.01	4.3490e-003
tblVehicleEF	SBUS	2.6910e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	3.9000e-005
tblVehicleEF	SBUS	4.2260e-003	1.2200e-003
tblVehicleEF	SBUS	0.03	9.5110e-003

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tblVehicleEF	SBUS	0.93	0.36
tblVehicleEF	SBUS	2.2070e-003	6.5000e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.37	0.04
tblVehicleEF	SBUS	0.01	3.3620e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6500e-004	6.1000e-005
tblVehicleEF	SBUS	4.2260e-003	1.2200e-003
tblVehicleEF	SBUS	0.03	9.5110e-003
tblVehicleEF	SBUS	1.34	0.52
tblVehicleEF	SBUS	2.2070e-003	6.5000e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.41	0.05
tblVehicleEF	UBUS	1.44	3.35
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.89	26.06
tblVehicleEF	UBUS	14.42	1.47
tblVehicleEF	UBUS	1,799.80	1,617.41
tblVehicleEF	UBUS	153.89	18.02
tblVehicleEF	UBUS	4.15	0.32
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.9840e-003
tblVehicleEF	UBUS	1.4590e-003	1.6200e-004
tblVehicleEF	UBUS	0.21	0.04

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tblVehicleEF	UBUS	3.0000e-003	5.4780e-003
tblVehicleEF	UBUS	0.04	2.8400e-003
tblVehicleEF	UBUS	1.3420e-003	1.4900e-004
tblVehicleEF	UBUS	9.4280e-003	1.8880e-003
tblVehicleEF	UBUS	0.11	0.01
tblVehicleEF	UBUS	4.6810e-003	8.4400e-004
tblVehicleEF	UBUS	0.46	0.05
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.13	0.08
tblVehicleEF	UBUS	9.6700e-003	4.8660e-003
tblVehicleEF	UBUS	1.8000e-003	1.7800e-004
tblVehicleEF	UBUS	9.4280e-003	1.8880e-003
tblVehicleEF	UBUS	0.11	0.01
tblVehicleEF	UBUS	4.6810e-003	8.4400e-004
tblVehicleEF	UBUS	1.94	3.43
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.23	0.08
tblVehicleEF	UBUS	1.44	3.35
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.95	26.06
tblVehicleEF	UBUS	12.35	1.25
tblVehicleEF	UBUS	1,799.80	1,617.41
tblVehicleEF	UBUS	153.89	17.65
tblVehicleEF	UBUS	3.87	0.31
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.9840e-003

Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

tblVehicleEF	UBUS	1.4590e-003	1.6200e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.4780e-003
tblVehicleEF	UBUS	0.04	2.8400e-003
tblVehicleEF	UBUS	1.3420e-003	1.4900e-004
tblVehicleEF	UBUS	0.02	3.3540e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.3920e-003	1.6790e-003
tblVehicleEF	UBUS	0.47	0.05
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.03	0.07
tblVehicleEF	UBUS	9.6710e-003	4.8660e-003
tblVehicleEF	UBUS	1.7640e-003	1.7500e-004
tblVehicleEF	UBUS	0.02	3.3540e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.3920e-003	1.6790e-003
tblVehicleEF	UBUS	1.95	3.43
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.12	0.08
tblVehicleEF	UBUS	1.44	3.35
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.88	26.06
tblVehicleEF	UBUS	14.60	1.46
tblVehicleEF	UBUS	1,799.80	1,617.41
tblVehicleEF	UBUS	153.89	18.00
tblVehicleEF	UBUS	4.12	0.32
tblVehicleEF	UBUS	0.49	0.09

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tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.9840e-003
tblVehicleEF	UBUS	1.4590e-003	1.6200e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.4780e-003
tblVehicleEF	UBUS	0.04	2.8400e-003
tblVehicleEF	UBUS	1.3420e-003	1.4900e-004
tblVehicleEF	UBUS	8.6090e-003	1.9290e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	4.2750e-003	8.8500e-004
tblVehicleEF	UBUS	0.46	0.05
tblVehicleEF	UBUS	0.03	0.07
tblVehicleEF	UBUS	1.13	0.08
tblVehicleEF	UBUS	9.6700e-003	4.8660e-003
tblVehicleEF	UBUS	1.8030e-003	1.7800e-004
tblVehicleEF	UBUS	8.6090e-003	1.9290e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	4.2750e-003	8.8500e-004
tblVehicleEF	UBUS	1.94	3.43
tblVehicleEF	UBUS	0.03	0.07
tblVehicleEF	UBUS	1.24	0.08
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00



## Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.68	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	1.68	0.00
tblWater	IndoorWaterUseRate	308,112,875.00	0.00

## 2.0 Emissions Summary

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Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2021	8-31-2021	1.8058	1.8058
2	9-1-2021	11-30-2021	2.7694	2.7694
3	12-1-2021	2-28-2022	2.8862	2.8862
4	3-1-2022	5-31-2022	2.8669	2.8669
5	6-1-2022	8-31-2022	3.9557	3.9557
6	9-1-2022	9-30-2022	1.5743	1.5743
		Highest	3.9557	3.9557

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.5778</b>	<b>5.1000e-004</b>	<b>0.0559</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.1085</b>	<b>0.1085</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.1157</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.5778</b>	<b>5.1000e-004</b>	<b>0.0559</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.1085</b>	<b>0.1085</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.1157</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	7/12/2021	5	30	
2	Site Preparation	Site Preparation	7/13/2021	8/16/2021	5	25	
3	Pile Driving	Site Preparation	7/13/2021	8/16/2021	5	25	
4	Grading	Grading	8/17/2021	9/27/2021	5	30	
5	Building Construction	Building Construction	9/28/2021	12/26/2022	5	325	
6	Architectural Coating	Architectural Coating	7/12/2022	12/26/2022	5	120	
7	Paving	Paving	10/18/2022	12/26/2022	5	50	

**Acres of Grading (Site Preparation Phase): 250**

**Acres of Grading (Grading Phase): 300**

**Acres of Paving: 41.06**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,998,570; Non-Residential Outdoor: 666,190; Striped Parking Area: 107,334 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Pile Driving	Bore/Drill Rigs	1	8.00	221	0.50
Pile Driving	Cranes	1	8.00	231	0.29
Pile Driving	Forklifts	1	8.00	89	0.20

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Pile Driving	Rubber Tired Dozers	0	8.00	247	0.40
Pile Driving	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	2	8.00	212	0.43
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Crawler Tractors	3	8.00	212	0.43
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	8.00	78	0.48
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

**Trips and VMT**

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	17.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Pile Driving	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	23.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,311.00	512.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	262.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8000e-003	0.0000	1.8000e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
<b>Total</b>	<b>0.0475</b>	<b>0.4716</b>	<b>0.3235</b>	<b>5.8000e-004</b>	<b>1.8000e-003</b>	<b>0.0233</b>	<b>0.0251</b>	<b>2.7000e-004</b>	<b>0.0216</b>	<b>0.0219</b>	<b>0.0000</b>	<b>51.0012</b>	<b>51.0012</b>	<b>0.0144</b>	<b>0.0000</b>	<b>51.3601</b>

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**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.8900e-003	2.6000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.6099	0.6099	4.0000e-005	0.0000	0.6108
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	6.5000e-004	7.0800e-003	2.0000e-005	2.4700e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.9999	1.9999	5.0000e-005	0.0000	2.0011
<b>Total</b>	<b>1.0000e-003</b>	<b>2.5400e-003</b>	<b>7.3400e-003</b>	<b>3.0000e-005</b>	<b>2.6200e-003</b>	<b>2.0000e-005</b>	<b>2.6400e-003</b>	<b>7.0000e-004</b>	<b>2.0000e-005</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>2.6098</b>	<b>2.6098</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>2.6119</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.0000e-004	0.0000	7.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
<b>Total</b>	<b>0.0475</b>	<b>0.4716</b>	<b>0.3235</b>	<b>5.8000e-004</b>	<b>7.0000e-004</b>	<b>0.0233</b>	<b>0.0240</b>	<b>1.1000e-004</b>	<b>0.0216</b>	<b>0.0217</b>	<b>0.0000</b>	<b>51.0011</b>	<b>51.0011</b>	<b>0.0144</b>	<b>0.0000</b>	<b>51.3600</b>



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**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.8900e-003	2.6000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.6099	0.6099	4.0000e-005	0.0000	0.6108
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	6.5000e-004	7.0800e-003	2.0000e-005	2.4700e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.9999	1.9999	5.0000e-005	0.0000	2.0011
<b>Total</b>	<b>1.0000e-003</b>	<b>2.5400e-003</b>	<b>7.3400e-003</b>	<b>3.0000e-005</b>	<b>2.6200e-003</b>	<b>2.0000e-005</b>	<b>2.6400e-003</b>	<b>7.0000e-004</b>	<b>2.0000e-005</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>2.6098</b>	<b>2.6098</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>2.6119</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3584	0.0000	0.3584	0.1385	0.0000	0.1385	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0668	0.7598	0.2732	7.1000e-004		0.0331	0.0331		0.0304	0.0304	0.0000	62.6355	62.6355	0.0203	0.0000	63.1419
<b>Total</b>	<b>0.0668</b>	<b>0.7598</b>	<b>0.2732</b>	<b>7.1000e-004</b>	<b>0.3584</b>	<b>0.0331</b>	<b>0.3915</b>	<b>0.1385</b>	<b>0.0304</b>	<b>0.1689</b>	<b>0.0000</b>	<b>62.6355</b>	<b>62.6355</b>	<b>0.0203</b>	<b>0.0000</b>	<b>63.1419</b>

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**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	6.5000e-004	7.0800e-003	2.0000e-005	2.4700e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.9999	1.9999	5.0000e-005	0.0000	2.0011
<b>Total</b>	<b>9.6000e-004</b>	<b>6.5000e-004</b>	<b>7.0800e-003</b>	<b>2.0000e-005</b>	<b>2.4700e-003</b>	<b>1.0000e-005</b>	<b>2.4900e-003</b>	<b>6.6000e-004</b>	<b>1.0000e-005</b>	<b>6.7000e-004</b>	<b>0.0000</b>	<b>1.9999</b>	<b>1.9999</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>2.0011</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1398	0.0000	0.1398	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0668	0.7598	0.2732	7.1000e-004		0.0331	0.0331		0.0304	0.0304	0.0000	62.6354	62.6354	0.0203	0.0000	63.1419
<b>Total</b>	<b>0.0668</b>	<b>0.7598</b>	<b>0.2732</b>	<b>7.1000e-004</b>	<b>0.1398</b>	<b>0.0331</b>	<b>0.1728</b>	<b>0.0540</b>	<b>0.0304</b>	<b>0.0844</b>	<b>0.0000</b>	<b>62.6354</b>	<b>62.6354</b>	<b>0.0203</b>	<b>0.0000</b>	<b>63.1419</b>

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**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	6.5000e-004	7.0800e-003	2.0000e-005	2.4700e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.9999	1.9999	5.0000e-005	0.0000	2.0011
<b>Total</b>	<b>9.6000e-004</b>	<b>6.5000e-004</b>	<b>7.0800e-003</b>	<b>2.0000e-005</b>	<b>2.4700e-003</b>	<b>1.0000e-005</b>	<b>2.4900e-003</b>	<b>6.6000e-004</b>	<b>1.0000e-005</b>	<b>6.7000e-004</b>	<b>0.0000</b>	<b>1.9999</b>	<b>1.9999</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>2.0011</b>

**3.4 Pile Driving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1326	0.0000	0.1326	0.0143	0.0000	0.0143	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0100	0.1131	0.0653	2.1000e-004		4.6500e-003	4.6500e-003		4.2800e-003	4.2800e-003	0.0000	18.3573	18.3573	5.9400e-003	0.0000	18.5057
<b>Total</b>	<b>0.0100</b>	<b>0.1131</b>	<b>0.0653</b>	<b>2.1000e-004</b>	<b>0.1326</b>	<b>4.6500e-003</b>	<b>0.1372</b>	<b>0.0143</b>	<b>4.2800e-003</b>	<b>0.0186</b>	<b>0.0000</b>	<b>18.3573</b>	<b>18.3573</b>	<b>5.9400e-003</b>	<b>0.0000</b>	<b>18.5057</b>

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**3.4 Pile Driving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8889	0.8889	2.0000e-005	0.0000	0.8894
<b>Total</b>	<b>4.3000e-004</b>	<b>2.9000e-004</b>	<b>3.1500e-003</b>	<b>1.0000e-005</b>	<b>1.1000e-003</b>	<b>1.0000e-005</b>	<b>1.1100e-003</b>	<b>2.9000e-004</b>	<b>1.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>0.8889</b>	<b>0.8889</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.8894</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0517	0.0000	0.0517	5.5800e-003	0.0000	5.5800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0100	0.1131	0.0653	2.1000e-004		4.6500e-003	4.6500e-003		4.2800e-003	4.2800e-003	0.0000	18.3572	18.3572	5.9400e-003	0.0000	18.5057
<b>Total</b>	<b>0.0100</b>	<b>0.1131</b>	<b>0.0653</b>	<b>2.1000e-004</b>	<b>0.0517</b>	<b>4.6500e-003</b>	<b>0.0564</b>	<b>5.5800e-003</b>	<b>4.2800e-003</b>	<b>9.8600e-003</b>	<b>0.0000</b>	<b>18.3572</b>	<b>18.3572</b>	<b>5.9400e-003</b>	<b>0.0000</b>	<b>18.5057</b>

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**3.4 Pile Driving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8889	0.8889	2.0000e-005	0.0000	0.8894
<b>Total</b>	<b>4.3000e-004</b>	<b>2.9000e-004</b>	<b>3.1500e-003</b>	<b>1.0000e-005</b>	<b>1.1000e-003</b>	<b>1.0000e-005</b>	<b>1.1100e-003</b>	<b>2.9000e-004</b>	<b>1.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>0.8889</b>	<b>0.8889</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.8894</b>

**3.5 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2494	0.0000	0.2494	0.0668	0.0000	0.0668	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0738	0.8482	0.4684	1.0700e-003		0.0343	0.0343		0.0316	0.0316	0.0000	94.2470	94.2470	0.0305	0.0000	95.0090
<b>Total</b>	<b>0.0738</b>	<b>0.8482</b>	<b>0.4684</b>	<b>1.0700e-003</b>	<b>0.2494</b>	<b>0.0343</b>	<b>0.2837</b>	<b>0.0668</b>	<b>0.0316</b>	<b>0.0984</b>	<b>0.0000</b>	<b>94.2470</b>	<b>94.2470</b>	<b>0.0305</b>	<b>0.0000</b>	<b>95.0090</b>

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**3.5 Grading - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	2.5600e-003	3.5000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.1000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8251	0.8251	5.0000e-005	0.0000	0.8264
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2900e-003	8.7000e-004	9.4400e-003	3.0000e-005	3.3000e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	8.9000e-004	0.0000	2.6665	2.6665	6.0000e-005	0.0000	2.6681
<b>Total</b>	<b>1.3500e-003</b>	<b>3.4300e-003</b>	<b>9.7900e-003</b>	<b>4.0000e-005</b>	<b>3.5000e-003</b>	<b>3.0000e-005</b>	<b>3.5300e-003</b>	<b>9.3000e-004</b>	<b>3.0000e-005</b>	<b>9.5000e-004</b>	<b>0.0000</b>	<b>3.4917</b>	<b>3.4917</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>3.4945</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0973	0.0000	0.0973	0.0261	0.0000	0.0261	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0738	0.8482	0.4684	1.0700e-003		0.0343	0.0343		0.0316	0.0316	0.0000	94.2469	94.2469	0.0305	0.0000	95.0089
<b>Total</b>	<b>0.0738</b>	<b>0.8482</b>	<b>0.4684</b>	<b>1.0700e-003</b>	<b>0.0973</b>	<b>0.0343</b>	<b>0.1316</b>	<b>0.0261</b>	<b>0.0316</b>	<b>0.0576</b>	<b>0.0000</b>	<b>94.2469</b>	<b>94.2469</b>	<b>0.0305</b>	<b>0.0000</b>	<b>95.0089</b>

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**3.5 Grading - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	2.5600e-003	3.5000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.1000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8251	0.8251	5.0000e-005	0.0000	0.8264
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2900e-003	8.7000e-004	9.4400e-003	3.0000e-005	3.3000e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	8.9000e-004	0.0000	2.6665	2.6665	6.0000e-005	0.0000	2.6681
<b>Total</b>	<b>1.3500e-003</b>	<b>3.4300e-003</b>	<b>9.7900e-003</b>	<b>4.0000e-005</b>	<b>3.5000e-003</b>	<b>3.0000e-005</b>	<b>3.5300e-003</b>	<b>9.3000e-004</b>	<b>3.0000e-005</b>	<b>9.5000e-004</b>	<b>0.0000</b>	<b>3.4917</b>	<b>3.4917</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>3.4945</b>

**3.6 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1074	1.1718	0.6277	1.4800e-003		0.0509	0.0509		0.0475	0.0475	0.0000	128.7729	128.7729	0.0351	0.0000	129.6499
<b>Total</b>	<b>0.1074</b>	<b>1.1718</b>	<b>0.6277</b>	<b>1.4800e-003</b>		<b>0.0509</b>	<b>0.0509</b>		<b>0.0475</b>	<b>0.0475</b>	<b>0.0000</b>	<b>128.7729</b>	<b>128.7729</b>	<b>0.0351</b>	<b>0.0000</b>	<b>129.6499</b>

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**3.6 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0422	1.6470	0.3169	4.5000e-003	0.1116	3.1500e-003	0.1147	0.0322	3.0100e-003	0.0352	0.0000	430.9543	430.9543	0.0329	0.0000	431.7761
Worker	0.1939	0.1307	1.4238	4.4500e-003	0.4971	2.9800e-003	0.5001	0.1320	2.7400e-003	0.1348	0.0000	402.0208	402.0208	9.3600e-003	0.0000	402.2549
<b>Total</b>	<b>0.2361</b>	<b>1.7777</b>	<b>1.7407</b>	<b>8.9500e-003</b>	<b>0.6087</b>	<b>6.1300e-003</b>	<b>0.6148</b>	<b>0.1642</b>	<b>5.7500e-003</b>	<b>0.1700</b>	<b>0.0000</b>	<b>832.9750</b>	<b>832.9750</b>	<b>0.0422</b>	<b>0.0000</b>	<b>834.0310</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1074	1.1718	0.6277	1.4800e-003		0.0509	0.0509		0.0475	0.0475	0.0000	128.7728	128.7728	0.0351	0.0000	129.6498
<b>Total</b>	<b>0.1074</b>	<b>1.1718</b>	<b>0.6277</b>	<b>1.4800e-003</b>		<b>0.0509</b>	<b>0.0509</b>		<b>0.0475</b>	<b>0.0475</b>	<b>0.0000</b>	<b>128.7728</b>	<b>128.7728</b>	<b>0.0351</b>	<b>0.0000</b>	<b>129.6498</b>



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**3.6 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0422	1.6470	0.3169	4.5000e-003	0.1116	3.1500e-003	0.1147	0.0322	3.0100e-003	0.0352	0.0000	430.9543	430.9543	0.0329	0.0000	431.7761
Worker	0.1939	0.1307	1.4238	4.4500e-003	0.4971	2.9800e-003	0.5001	0.1320	2.7400e-003	0.1348	0.0000	402.0208	402.0208	9.3600e-003	0.0000	402.2549
<b>Total</b>	<b>0.2361</b>	<b>1.7777</b>	<b>1.7407</b>	<b>8.9500e-003</b>	<b>0.6087</b>	<b>6.1300e-003</b>	<b>0.6148</b>	<b>0.1642</b>	<b>5.7500e-003</b>	<b>0.1700</b>	<b>0.0000</b>	<b>832.9750</b>	<b>832.9750</b>	<b>0.0422</b>	<b>0.0000</b>	<b>834.0310</b>

**3.6 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3579	3.8098	2.2617	5.5000e-003		0.1631	0.1631		0.1522	0.1522	0.0000	477.3136	477.3136	0.1295	0.0000	480.5511
<b>Total</b>	<b>0.3579</b>	<b>3.8098</b>	<b>2.2617</b>	<b>5.5000e-003</b>		<b>0.1631</b>	<b>0.1631</b>		<b>0.1522</b>	<b>0.1522</b>	<b>0.0000</b>	<b>477.3136</b>	<b>477.3136</b>	<b>0.1295</b>	<b>0.0000</b>	<b>480.5511</b>

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**3.6 Building Construction - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1459	5.7570	1.0951	0.0166	0.4139	9.8300e-003	0.4237	0.1194	9.4000e-003	0.1288	0.0000	1,585.1491	1,585.1491	0.1156	0.0000	1,588.0380
Worker	0.6741	0.4362	4.8664	0.0159	1.8444	0.0108	1.8552	0.4898	9.9100e-003	0.4997	0.0000	1,437.1263	1,437.1263	0.0312	0.0000	1,437.9071
<b>Total</b>	<b>0.8200</b>	<b>6.1932</b>	<b>5.9615</b>	<b>0.0325</b>	<b>2.2583</b>	<b>0.0206</b>	<b>2.2789</b>	<b>0.6092</b>	<b>0.0193</b>	<b>0.6285</b>	<b>0.0000</b>	<b>3,022.2755</b>	<b>3,022.2755</b>	<b>0.1468</b>	<b>0.0000</b>	<b>3,025.9451</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3579	3.8097	2.2617	5.5000e-003		0.1631	0.1631		0.1522	0.1522	0.0000	477.3130	477.3130	0.1295	0.0000	480.5505
<b>Total</b>	<b>0.3579</b>	<b>3.8097</b>	<b>2.2617</b>	<b>5.5000e-003</b>		<b>0.1631</b>	<b>0.1631</b>		<b>0.1522</b>	<b>0.1522</b>	<b>0.0000</b>	<b>477.3130</b>	<b>477.3130</b>	<b>0.1295</b>	<b>0.0000</b>	<b>480.5505</b>

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**3.6 Building Construction - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1459	5.7570	1.0951	0.0166	0.4139	9.8300e-003	0.4237	0.1194	9.4000e-003	0.1288	0.0000	1,585.1491	1,585.1491	0.1156	0.0000	1,588.0380
Worker	0.6741	0.4362	4.8664	0.0159	1.8444	0.0108	1.8552	0.4898	9.9100e-003	0.4997	0.0000	1,437.1263	1,437.1263	0.0312	0.0000	1,437.9071
<b>Total</b>	<b>0.8200</b>	<b>6.1932</b>	<b>5.9615</b>	<b>0.0325</b>	<b>2.2583</b>	<b>0.0206</b>	<b>2.2789</b>	<b>0.6092</b>	<b>0.0193</b>	<b>0.6285</b>	<b>0.0000</b>	<b>3,022.2755</b>	<b>3,022.2755</b>	<b>0.1468</b>	<b>0.0000</b>	<b>3,025.9451</b>

**3.7 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3365					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0164	0.1127	0.1451	2.4000e-004		6.5400e-003	6.5400e-003		6.5400e-003	6.5400e-003	0.0000	20.4260	20.4260	1.3300e-003	0.0000	20.4593
<b>Total</b>	<b>3.3529</b>	<b>0.1127</b>	<b>0.1451</b>	<b>2.4000e-004</b>		<b>6.5400e-003</b>	<b>6.5400e-003</b>		<b>6.5400e-003</b>	<b>6.5400e-003</b>	<b>0.0000</b>	<b>20.4260</b>	<b>20.4260</b>	<b>1.3300e-003</b>	<b>0.0000</b>	<b>20.4593</b>

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**3.7 Architectural Coating - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0632	0.0409	0.4559	1.4900e-003	0.1728	1.0100e-003	0.1738	0.0459	9.3000e-004	0.0468	0.0000	134.6278	134.6278	2.9300e-003	0.0000	134.7010
<b>Total</b>	<b>0.0632</b>	<b>0.0409</b>	<b>0.4559</b>	<b>1.4900e-003</b>	<b>0.1728</b>	<b>1.0100e-003</b>	<b>0.1738</b>	<b>0.0459</b>	<b>9.3000e-004</b>	<b>0.0468</b>	<b>0.0000</b>	<b>134.6278</b>	<b>134.6278</b>	<b>2.9300e-003</b>	<b>0.0000</b>	<b>134.7010</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3365					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0164	0.1127	0.1451	2.4000e-004		6.5400e-003	6.5400e-003		6.5400e-003	6.5400e-003	0.0000	20.4260	20.4260	1.3300e-003	0.0000	20.4593
<b>Total</b>	<b>3.3529</b>	<b>0.1127</b>	<b>0.1451</b>	<b>2.4000e-004</b>		<b>6.5400e-003</b>	<b>6.5400e-003</b>		<b>6.5400e-003</b>	<b>6.5400e-003</b>	<b>0.0000</b>	<b>20.4260</b>	<b>20.4260</b>	<b>1.3300e-003</b>	<b>0.0000</b>	<b>20.4593</b>

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**3.7 Architectural Coating - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0632	0.0409	0.4559	1.4900e-003	0.1728	1.0100e-003	0.1738	0.0459	9.3000e-004	0.0468	0.0000	134.6278	134.6278	2.9300e-003	0.0000	134.7010
<b>Total</b>	<b>0.0632</b>	<b>0.0409</b>	<b>0.4559</b>	<b>1.4900e-003</b>	<b>0.1728</b>	<b>1.0100e-003</b>	<b>0.1738</b>	<b>0.0459</b>	<b>9.3000e-004</b>	<b>0.0468</b>	<b>0.0000</b>	<b>134.6278</b>	<b>134.6278</b>	<b>2.9300e-003</b>	<b>0.0000</b>	<b>134.7010</b>

**3.8 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0276	0.2781	0.3645	5.7000e-004		0.0142	0.0142		0.0131	0.0131	0.0000	50.0689	50.0689	0.0162	0.0000	50.4737
Paving	0.0538					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0814</b>	<b>0.2781</b>	<b>0.3645</b>	<b>5.7000e-004</b>		<b>0.0142</b>	<b>0.0142</b>		<b>0.0131</b>	<b>0.0131</b>	<b>0.0000</b>	<b>50.0689</b>	<b>50.0689</b>	<b>0.0162</b>	<b>0.0000</b>	<b>50.4737</b>

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**3.8 Paving - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5100e-003	9.7000e-004	0.0109	4.0000e-005	4.1200e-003	2.0000e-005	4.1500e-003	1.0900e-003	2.0000e-005	1.1200e-003	0.0000	3.2115	3.2115	7.0000e-005	0.0000	3.2133
<b>Total</b>	<b>1.5100e-003</b>	<b>9.7000e-004</b>	<b>0.0109</b>	<b>4.0000e-005</b>	<b>4.1200e-003</b>	<b>2.0000e-005</b>	<b>4.1500e-003</b>	<b>1.0900e-003</b>	<b>2.0000e-005</b>	<b>1.1200e-003</b>	<b>0.0000</b>	<b>3.2115</b>	<b>3.2115</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>3.2133</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0276	0.2781	0.3645	5.7000e-004		0.0142	0.0142		0.0131	0.0131	0.0000	50.0688	50.0688	0.0162	0.0000	50.4737
Paving	0.0538					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0814</b>	<b>0.2781</b>	<b>0.3645</b>	<b>5.7000e-004</b>		<b>0.0142</b>	<b>0.0142</b>		<b>0.0131</b>	<b>0.0131</b>	<b>0.0000</b>	<b>50.0688</b>	<b>50.0688</b>	<b>0.0162</b>	<b>0.0000</b>	<b>50.4737</b>

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**3.8 Paving - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5100e-003	9.7000e-004	0.0109	4.0000e-005	4.1200e-003	2.0000e-005	4.1500e-003	1.0900e-003	2.0000e-005	1.1200e-003	0.0000	3.2115	3.2115	7.0000e-005	0.0000	3.2133
<b>Total</b>	<b>1.5100e-003</b>	<b>9.7000e-004</b>	<b>0.0109</b>	<b>4.0000e-005</b>	<b>4.1200e-003</b>	<b>2.0000e-005</b>	<b>4.1500e-003</b>	<b>1.0900e-003</b>	<b>2.0000e-005</b>	<b>1.1200e-003</b>	<b>0.0000</b>	<b>3.2115</b>	<b>3.2115</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>3.2133</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix







Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
Unmitigated	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157

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**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6424					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.9302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.2000e-003	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
<b>Total</b>	<b>5.5778</b>	<b>5.1000e-004</b>	<b>0.0559</b>	<b>0.0000</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.1085</b>	<b>0.1085</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.1157</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6424					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.9302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.2000e-003	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
<b>Total</b>	<b>5.5778</b>	<b>5.1000e-004</b>	<b>0.0559</b>	<b>0.0000</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.1085</b>	<b>0.1085</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.1157</b>

**7.0 Water Detail**

Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>



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**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**

Equipment Type	Number
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Moreno Valley Trade Center - E-Commerce (Construction - Unmitigated) - Riverside-South Coast County, Annual

**11.0 Vegetation**

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## **APPENDIX 3.2:**

### **CALEEMOD PROJECT ANNUAL OPERATIONAL (PASSENGER CARS) EMISSIONS MODEL OUTPUTS**

Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

**Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars)**  
**Riverside-South Coast County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	1,332.38	1000sqft	30.59	1,332,380.00	0
Other Asphalt Surfaces	954.51	1000sqft	21.91	954,505.00	0
Parking Lot	2,086.00	Space	19.15	834,400.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

Project Characteristics -

Land Use - Total Project Area is 71.65 acres

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Characteristics based on information provided in the Moreno Valley Trade Center Traffic Impact Analysis by Translutions, Inc.

Energy Use - The Project will design building shells and building components to meet 2019 Title 24 Standards which expects 30% less energy for nonresidential uses

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results (2014)

Fleet Mix - Passenger Car Fleet Mix estimated based on the ratio of the vehicle classes in CalEEMod default fleet mix.

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	70.00	0.00
tblEnergyUse	LightingElect	1.17	0.82
tblEnergyUse	T24E	0.37	0.26
tblEnergyUse	T24NG	2.00	1.40
tblFleetMix	HHD	0.07	0.00
tblFleetMix	LDA	0.55	0.62
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	4.9700e-003	0.00
tblFleetMix	MCY	4.5470e-003	0.00
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MH	9.6500e-004	0.00

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tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.3970e-003	0.00
tblFleetMix	SBUS	9.3200e-004	0.00
tblFleetMix	UBUS	1.1600e-003	0.00
tblLandUse	LotAcreage	18.77	19.15
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	5.00
tblVehicleEF	HHD	1.36	0.03
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	3.11	7.94
tblVehicleEF	HHD	0.45	0.25
tblVehicleEF	HHD	1.41	2.7310e-003
tblVehicleEF	HHD	6,423.61	1,427.19
tblVehicleEF	HHD	1,444.51	1,313.58
tblVehicleEF	HHD	4.59	0.02
tblVehicleEF	HHD	24.87	7.34
tblVehicleEF	HHD	2.31	2.57
tblVehicleEF	HHD	0.01	3.4450e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04

Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	0.01	3.2960e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8960e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	2.0000e-006
tblVehicleEF	HHD	2.3460e-003	6.0000e-005
tblVehicleEF	HHD	0.80	0.57
tblVehicleEF	HHD	4.3000e-005	1.0000e-006
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	1.5800e-004	2.7500e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.9000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	2.0000e-006
tblVehicleEF	HHD	2.3460e-003	6.0000e-005
tblVehicleEF	HHD	0.92	0.65
tblVehicleEF	HHD	4.3000e-005	1.0000e-006
tblVehicleEF	HHD	0.10	0.06
tblVehicleEF	HHD	1.5800e-004	2.7500e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	1.28	0.03
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.09	0.00



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tblVehicleEF	HHD	2.26	7.79
tblVehicleEF	HHD	0.45	0.25
tblVehicleEF	HHD	1.34	2.5850e-003
tblVehicleEF	HHD	6,805.04	1,418.27
tblVehicleEF	HHD	1,444.51	1,313.58
tblVehicleEF	HHD	4.59	0.02
tblVehicleEF	HHD	25.67	7.07
tblVehicleEF	HHD	2.18	2.42
tblVehicleEF	HHD	9.3550e-003	3.0680e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	8.9510e-003	2.9360e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8960e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	1.3900e-004	3.0000e-006
tblVehicleEF	HHD	2.6650e-003	6.7000e-005
tblVehicleEF	HHD	0.75	0.60
tblVehicleEF	HHD	8.2000e-005	2.0000e-006
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	1.6100e-004	2.7900e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01

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tblVehicleEF	HHD	6.8000e-005	0.00
tblVehicleEF	HHD	1.3900e-004	3.0000e-006
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tblVehicleEF	HHD	8.2000e-005	2.0000e-006
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tblVehicleEF	HHD	0.03	1.9060e-003
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tblVehicleEF	HHD	1,444.51	1,302.97
tblVehicleEF	HHD	4.59	0.02
tblVehicleEF	HHD	23.77	7.68
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tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	0.01	3.7530e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8670e-003

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tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	2.0000e-006
tblVehicleEF	HHD	2.4470e-003	6.7000e-005
tblVehicleEF	HHD	0.86	0.53
tblVehicleEF	HHD	3.6000e-005	1.0000e-006
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	1.6900e-004	2.9200e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.9000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	2.0000e-006
tblVehicleEF	HHD	2.4470e-003	6.7000e-005
tblVehicleEF	HHD	0.99	0.60
tblVehicleEF	HHD	3.6000e-005	1.0000e-006
tblVehicleEF	HHD	0.10	0.05
tblVehicleEF	HHD	1.6900e-004	2.9200e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	LDA	3.6620e-003	2.1670e-003
tblVehicleEF	LDA	4.7760e-003	0.05
tblVehicleEF	LDA	0.54	0.61
tblVehicleEF	LDA	1.05	2.07
tblVehicleEF	LDA	245.52	258.05
tblVehicleEF	LDA	56.65	53.14
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	1.5830e-003	1.3740e-003

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tblVehicleEF	LDA	2.2500e-003	1.8360e-003
tblVehicleEF	LDA	1.4580e-003	1.2660e-003
tblVehicleEF	LDA	2.0690e-003	1.6880e-003
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	9.2080e-003	8.1890e-003
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.21
tblVehicleEF	LDA	2.4580e-003	2.5530e-003
tblVehicleEF	LDA	5.8400e-004	5.2600e-004
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.07	0.23
tblVehicleEF	LDA	4.1530e-003	2.4690e-003
tblVehicleEF	LDA	4.1450e-003	0.04
tblVehicleEF	LDA	0.66	0.75
tblVehicleEF	LDA	0.93	1.82
tblVehicleEF	LDA	267.36	280.58
tblVehicleEF	LDA	56.65	52.67
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	1.5830e-003	1.3740e-003
tblVehicleEF	LDA	2.2500e-003	1.8360e-003
tblVehicleEF	LDA	1.4580e-003	1.2660e-003

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tblVehicleEF	LDA	2.0690e-003	1.6880e-003
tblVehicleEF	LDA	0.09	0.13
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.01	9.2540e-003
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.18
tblVehicleEF	LDA	2.6780e-003	2.7760e-003
tblVehicleEF	LDA	5.8200e-004	5.2100e-004
tblVehicleEF	LDA	0.09	0.13
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.20
tblVehicleEF	LDA	3.5320e-003	2.0910e-003
tblVehicleEF	LDA	4.9050e-003	0.05
tblVehicleEF	LDA	0.51	0.57
tblVehicleEF	LDA	1.08	2.11
tblVehicleEF	LDA	239.46	251.86
tblVehicleEF	LDA	56.65	53.22
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	1.5830e-003	1.3740e-003
tblVehicleEF	LDA	2.2500e-003	1.8360e-003
tblVehicleEF	LDA	1.4580e-003	1.2660e-003
tblVehicleEF	LDA	2.0690e-003	1.6880e-003
tblVehicleEF	LDA	0.04	0.05

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tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.8850e-003	7.9080e-003
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.3970e-003	2.4920e-003
tblVehicleEF	LDA	5.8500e-004	5.2700e-004
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.07	0.23
tblVehicleEF	LDT1	0.01	6.9370e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.32	1.43
tblVehicleEF	LDT1	3.05	2.34
tblVehicleEF	LDT1	305.87	308.06
tblVehicleEF	LDT1	70.39	64.70
tblVehicleEF	LDT1	0.13	0.12
tblVehicleEF	LDT1	2.3960e-003	2.0960e-003
tblVehicleEF	LDT1	3.5150e-003	2.7320e-003
tblVehicleEF	LDT1	2.2060e-003	1.9290e-003
tblVehicleEF	LDT1	3.2320e-003	2.5120e-003
tblVehicleEF	LDT1	0.20	0.21
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.13	0.14

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tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.19	0.80
tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	3.0750e-003	3.0480e-003
tblVehicleEF	LDT1	7.5800e-004	6.4000e-004
tblVehicleEF	LDT1	0.20	0.21
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.19	0.80
tblVehicleEF	LDT1	0.23	0.43
tblVehicleEF	LDT1	0.01	7.8400e-003
tblVehicleEF	LDT1	0.01	0.07
tblVehicleEF	LDT1	1.59	1.74
tblVehicleEF	LDT1	2.68	2.07
tblVehicleEF	LDT1	332.27	332.04
tblVehicleEF	LDT1	70.39	64.11
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	2.3960e-003	2.0960e-003
tblVehicleEF	LDT1	3.5150e-003	2.7320e-003
tblVehicleEF	LDT1	2.2060e-003	1.9290e-003
tblVehicleEF	LDT1	3.2320e-003	2.5120e-003
tblVehicleEF	LDT1	0.38	0.40
tblVehicleEF	LDT1	0.40	0.31
tblVehicleEF	LDT1	0.25	0.27
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.19	0.80

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tblVehicleEF	LDT1	0.18	0.34
tblVehicleEF	LDT1	3.3430e-003	3.2860e-003
tblVehicleEF	LDT1	7.5100e-004	6.3400e-004
tblVehicleEF	LDT1	0.38	0.40
tblVehicleEF	LDT1	0.40	0.31
tblVehicleEF	LDT1	0.25	0.27
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.19	0.80
tblVehicleEF	LDT1	0.20	0.38
tblVehicleEF	LDT1	0.01	6.6720e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.24	1.34
tblVehicleEF	LDT1	3.11	2.39
tblVehicleEF	LDT1	298.00	300.78
tblVehicleEF	LDT1	70.39	64.83
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	2.3960e-003	2.0960e-003
tblVehicleEF	LDT1	3.5150e-003	2.7320e-003
tblVehicleEF	LDT1	2.2060e-003	1.9290e-003
tblVehicleEF	LDT1	3.2320e-003	2.5120e-003
tblVehicleEF	LDT1	0.17	0.17
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.22	0.41
tblVehicleEF	LDT1	2.9950e-003	2.9760e-003



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tblVehicleEF	LDT1	7.5900e-004	6.4200e-004
tblVehicleEF	LDT1	0.17	0.17
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.24	0.44
tblVehicleEF	LDT2	5.1640e-003	3.7850e-003
tblVehicleEF	LDT2	6.4600e-003	0.07
tblVehicleEF	LDT2	0.71	0.90
tblVehicleEF	LDT2	1.39	2.64
tblVehicleEF	LDT2	342.68	326.57
tblVehicleEF	LDT2	78.65	68.91
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	1.6000e-003	1.4270e-003
tblVehicleEF	LDT2	2.3460e-003	1.8750e-003
tblVehicleEF	LDT2	1.4710e-003	1.3130e-003
tblVehicleEF	LDT2	2.1570e-003	1.7240e-003
tblVehicleEF	LDT2	0.07	0.11
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.09
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	3.4320e-003	3.2310e-003
tblVehicleEF	LDT2	8.1000e-004	6.8200e-004
tblVehicleEF	LDT2	0.07	0.11

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tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.09
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.10	0.33
tblVehicleEF	LDT2	5.8560e-003	4.3030e-003
tblVehicleEF	LDT2	5.6090e-003	0.06
tblVehicleEF	LDT2	0.87	1.10
tblVehicleEF	LDT2	1.23	2.34
tblVehicleEF	LDT2	372.88	349.63
tblVehicleEF	LDT2	78.65	68.30
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	1.6000e-003	1.4270e-003
tblVehicleEF	LDT2	2.3460e-003	1.8750e-003
tblVehicleEF	LDT2	1.4710e-003	1.3130e-003
tblVehicleEF	LDT2	2.1570e-003	1.7240e-003
tblVehicleEF	LDT2	0.13	0.21
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.10	0.16
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.08	0.27
tblVehicleEF	LDT2	3.7360e-003	3.4590e-003
tblVehicleEF	LDT2	8.0700e-004	6.7600e-004
tblVehicleEF	LDT2	0.13	0.21
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.10	0.16

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tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	4.9650e-003	3.6320e-003
tblVehicleEF	LDT2	6.6500e-003	0.07
tblVehicleEF	LDT2	0.67	0.84
tblVehicleEF	LDT2	1.42	2.71
tblVehicleEF	LDT2	333.62	319.57
tblVehicleEF	LDT2	78.65	69.04
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	1.6000e-003	1.4270e-003
tblVehicleEF	LDT2	2.3460e-003	1.8750e-003
tblVehicleEF	LDT2	1.4710e-003	1.3130e-003
tblVehicleEF	LDT2	2.1570e-003	1.7240e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.49
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	3.3410e-003	3.1620e-003
tblVehicleEF	LDT2	8.1000e-004	6.8300e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.49

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tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LHD1	5.1810e-003	4.7600e-003
tblVehicleEF	LHD1	9.5070e-003	4.8390e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.93
tblVehicleEF	LHD1	9.26	9.38
tblVehicleEF	LHD1	602.20	632.13
tblVehicleEF	LHD1	29.86	10.36
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.06	1.46
tblVehicleEF	LHD1	9.7000e-004	9.7900e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.2300e-004
tblVehicleEF	LHD1	9.2800e-004	9.3700e-004
tblVehicleEF	LHD1	2.5490e-003	2.5040e-003
tblVehicleEF	LHD1	0.01	9.9950e-003
tblVehicleEF	LHD1	7.6200e-004	2.0500e-004
tblVehicleEF	LHD1	3.7780e-003	3.0170e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8760e-003	1.4960e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.31	0.47
tblVehicleEF	LHD1	0.24	0.07

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tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1480e-003
tblVehicleEF	LHD1	3.4200e-004	1.0300e-004
tblVehicleEF	LHD1	3.7780e-003	3.0170e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8760e-003	1.4960e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.31	0.47
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD1	5.1810e-003	4.7720e-003
tblVehicleEF	LHD1	9.6980e-003	4.9170e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.89	0.67
tblVehicleEF	LHD1	2.15	0.88
tblVehicleEF	LHD1	9.26	9.38
tblVehicleEF	LHD1	602.20	632.14
tblVehicleEF	LHD1	29.86	10.28
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.94	1.37
tblVehicleEF	LHD1	9.7000e-004	9.7900e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.2300e-004
tblVehicleEF	LHD1	9.2800e-004	9.3700e-004
tblVehicleEF	LHD1	2.5490e-003	2.5040e-003

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tblVehicleEF	LHD1	0.01	9.9950e-003
tblVehicleEF	LHD1	7.6200e-004	2.0500e-004
tblVehicleEF	LHD1	7.0590e-003	5.6440e-003
tblVehicleEF	LHD1	0.12	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.5660e-003	2.8600e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.32	0.48
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1480e-003
tblVehicleEF	LHD1	3.4000e-004	1.0200e-004
tblVehicleEF	LHD1	7.0590e-003	5.6440e-003
tblVehicleEF	LHD1	0.12	0.09
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	3.5660e-003	2.8600e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.32	0.48
tblVehicleEF	LHD1	0.25	0.08
tblVehicleEF	LHD1	5.1810e-003	4.7590e-003
tblVehicleEF	LHD1	9.4900e-003	4.8280e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.93
tblVehicleEF	LHD1	9.26	9.38
tblVehicleEF	LHD1	602.20	632.12

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tblVehicleEF	LHD1	29.86	10.37
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.04	1.44
tblVehicleEF	LHD1	9.7000e-004	9.7900e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.2300e-004
tblVehicleEF	LHD1	9.2800e-004	9.3700e-004
tblVehicleEF	LHD1	2.5490e-003	2.5040e-003
tblVehicleEF	LHD1	0.01	9.9950e-003
tblVehicleEF	LHD1	7.6200e-004	2.0500e-004
tblVehicleEF	LHD1	3.3490e-003	2.6630e-003
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7110e-003	1.3580e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.34	0.51
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9020e-003	6.1480e-003
tblVehicleEF	LHD1	3.4200e-004	1.0300e-004
tblVehicleEF	LHD1	3.3490e-003	2.6630e-003
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7110e-003	1.3580e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.34	0.51

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tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD2	3.4600e-003	3.0860e-003
tblVehicleEF	LHD2	4.0020e-003	3.5550e-003
tblVehicleEF	LHD2	7.4040e-003	8.4670e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	1.08	0.54
tblVehicleEF	LHD2	14.41	14.77
tblVehicleEF	LHD2	598.41	631.11
tblVehicleEF	LHD2	23.24	7.16
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.50	1.61
tblVehicleEF	LHD2	1.3120e-003	1.4480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.1000e-004
tblVehicleEF	LHD2	1.2550e-003	1.3860e-003
tblVehicleEF	LHD2	2.7000e-003	2.7130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	1.0100e-004
tblVehicleEF	LHD2	1.4050e-003	1.6110e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.4200e-004	8.1800e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.23
tblVehicleEF	LHD2	0.10	0.04



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tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	6.0810e-003
tblVehicleEF	LHD2	2.5200e-004	7.1000e-005
tblVehicleEF	LHD2	1.4050e-003	1.6110e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.4200e-004	8.1800e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.23
tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	LHD2	3.4600e-003	3.0930e-003
tblVehicleEF	LHD2	4.0450e-003	3.5800e-003
tblVehicleEF	LHD2	7.1500e-003	8.1830e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.49
tblVehicleEF	LHD2	1.04	0.51
tblVehicleEF	LHD2	14.41	14.77
tblVehicleEF	LHD2	598.41	631.12
tblVehicleEF	LHD2	23.24	7.12
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.41	1.52
tblVehicleEF	LHD2	1.3120e-003	1.4480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.1000e-004
tblVehicleEF	LHD2	1.2550e-003	1.3860e-003
tblVehicleEF	LHD2	2.7000e-003	2.7130e-003

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tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	1.0100e-004
tblVehicleEF	LHD2	2.6530e-003	3.0380e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.3950e-003	1.5540e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.24
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	6.0810e-003
tblVehicleEF	LHD2	2.5100e-004	7.0000e-005
tblVehicleEF	LHD2	2.6530e-003	3.0380e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.3950e-003	1.5540e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.24
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	3.4600e-003	3.0850e-003
tblVehicleEF	LHD2	3.9920e-003	3.5470e-003
tblVehicleEF	LHD2	7.4470e-003	8.5290e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	1.09	0.54
tblVehicleEF	LHD2	14.41	14.77
tblVehicleEF	LHD2	598.41	631.11

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tblVehicleEF	LHD2	23.24	7.17
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.48	1.59
tblVehicleEF	LHD2	1.3120e-003	1.4480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.1000e-004
tblVehicleEF	LHD2	1.2550e-003	1.3860e-003
tblVehicleEF	LHD2	2.7000e-003	2.7130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	1.0100e-004
tblVehicleEF	LHD2	1.1040e-003	1.2560e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.2900e-004	6.8000e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.25
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	6.0810e-003
tblVehicleEF	LHD2	2.5200e-004	7.1000e-005
tblVehicleEF	LHD2	1.1040e-003	1.2560e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.2900e-004	6.8000e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.25

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tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	MCY	0.42	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.14	19.26
tblVehicleEF	MCY	9.69	8.57
tblVehicleEF	MCY	166.26	208.19
tblVehicleEF	MCY	45.80	60.41
tblVehicleEF	MCY	1.12	1.12
tblVehicleEF	MCY	1.8240e-003	1.8040e-003
tblVehicleEF	MCY	3.3680e-003	2.8470e-003
tblVehicleEF	MCY	1.7050e-003	1.6870e-003
tblVehicleEF	MCY	3.1720e-003	2.6790e-003
tblVehicleEF	MCY	1.69	1.66
tblVehicleEF	MCY	0.85	0.84
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	2.13	2.14
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.06	1.82
tblVehicleEF	MCY	2.0370e-003	2.0600e-003
tblVehicleEF	MCY	6.7700e-004	5.9800e-004
tblVehicleEF	MCY	1.69	1.66
tblVehicleEF	MCY	0.85	0.84
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	2.63	2.64
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.24	1.98
tblVehicleEF	MCY	0.42	0.32

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tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	19.85	19.92
tblVehicleEF	MCY	9.10	8.00
tblVehicleEF	MCY	166.26	209.15
tblVehicleEF	MCY	45.80	58.86
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	1.8240e-003	1.8040e-003
tblVehicleEF	MCY	3.3680e-003	2.8470e-003
tblVehicleEF	MCY	1.7050e-003	1.6870e-003
tblVehicleEF	MCY	3.1720e-003	2.6790e-003
tblVehicleEF	MCY	3.36	3.29
tblVehicleEF	MCY	1.24	1.24
tblVehicleEF	MCY	2.10	2.05
tblVehicleEF	MCY	2.11	2.12
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	1.85	1.62
tblVehicleEF	MCY	2.0480e-003	2.0700e-003
tblVehicleEF	MCY	6.6100e-004	5.8200e-004
tblVehicleEF	MCY	3.36	3.29
tblVehicleEF	MCY	1.24	1.24
tblVehicleEF	MCY	2.10	2.05
tblVehicleEF	MCY	2.61	2.61
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.01	1.77
tblVehicleEF	MCY	0.42	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.68	18.80

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tblVehicleEF	MCY	9.65	8.51
tblVehicleEF	MCY	166.26	207.43
tblVehicleEF	MCY	45.80	60.33
tblVehicleEF	MCY	1.12	1.12
tblVehicleEF	MCY	1.8240e-003	1.8040e-003
tblVehicleEF	MCY	3.3680e-003	2.8470e-003
tblVehicleEF	MCY	1.7050e-003	1.6870e-003
tblVehicleEF	MCY	3.1720e-003	2.6790e-003
tblVehicleEF	MCY	1.60	1.59
tblVehicleEF	MCY	1.04	1.03
tblVehicleEF	MCY	0.74	0.73
tblVehicleEF	MCY	2.12	2.13
tblVehicleEF	MCY	0.64	2.07
tblVehicleEF	MCY	2.07	1.82
tblVehicleEF	MCY	2.0300e-003	2.0530e-003
tblVehicleEF	MCY	6.7700e-004	5.9700e-004
tblVehicleEF	MCY	1.60	1.59
tblVehicleEF	MCY	1.04	1.03
tblVehicleEF	MCY	0.74	0.73
tblVehicleEF	MCY	2.62	2.63
tblVehicleEF	MCY	0.64	2.07
tblVehicleEF	MCY	2.26	1.98
tblVehicleEF	MDV	0.01	4.9040e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.26	1.05
tblVehicleEF	MDV	2.88	3.10
tblVehicleEF	MDV	474.24	407.96

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tblVehicleEF	MDV	107.24	85.75
tblVehicleEF	MDV	0.15	0.10
tblVehicleEF	MDV	1.6800e-003	1.4930e-003
tblVehicleEF	MDV	2.4130e-003	1.9530e-003
tblVehicleEF	MDV	1.5490e-003	1.3770e-003
tblVehicleEF	MDV	2.2190e-003	1.7960e-003
tblVehicleEF	MDV	0.11	0.13
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.22	0.41
tblVehicleEF	MDV	4.7510e-003	4.0340e-003
tblVehicleEF	MDV	1.1230e-003	8.4900e-004
tblVehicleEF	MDV	0.11	0.13
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.24	0.44
tblVehicleEF	MDV	0.01	5.5890e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.53	1.28
tblVehicleEF	MDV	2.54	2.73
tblVehicleEF	MDV	514.80	432.45
tblVehicleEF	MDV	107.24	84.99
tblVehicleEF	MDV	0.14	0.10

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tblVehicleEF	MDV	1.6800e-003	1.4930e-003
tblVehicleEF	MDV	2.4130e-003	1.9530e-003
tblVehicleEF	MDV	1.5490e-003	1.3770e-003
tblVehicleEF	MDV	2.2190e-003	1.7960e-003
tblVehicleEF	MDV	0.21	0.25
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.20
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.19	0.35
tblVehicleEF	MDV	5.1610e-003	4.2760e-003
tblVehicleEF	MDV	1.1170e-003	8.4100e-004
tblVehicleEF	MDV	0.21	0.25
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.20
tblVehicleEF	MDV	0.05	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.21	0.39
tblVehicleEF	MDV	0.01	4.7070e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.18	0.98
tblVehicleEF	MDV	2.94	3.17
tblVehicleEF	MDV	462.11	400.61
tblVehicleEF	MDV	107.24	85.90
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	1.6800e-003	1.4930e-003
tblVehicleEF	MDV	2.4130e-003	1.9530e-003



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tblVehicleEF	MDV	1.5490e-003	1.3770e-003
tblVehicleEF	MDV	2.2190e-003	1.7960e-003
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.55
tblVehicleEF	MDV	0.23	0.42
tblVehicleEF	MDV	4.6290e-003	3.9610e-003
tblVehicleEF	MDV	1.1240e-003	8.5000e-004
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.55
tblVehicleEF	MDV	0.25	0.46
tblVehicleEF	MH	0.03	3.2770e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.33	0.33
tblVehicleEF	MH	5.58	0.00
tblVehicleEF	MH	998.83	934.95
tblVehicleEF	MH	57.38	0.00
tblVehicleEF	MH	1.57	4.29
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	1.0280e-003	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003

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tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	9.4600e-004	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.33	0.00
tblVehicleEF	MH	9.9070e-003	8.8390e-003
tblVehicleEF	MH	6.7100e-004	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.03	3.2770e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.40	0.33
tblVehicleEF	MH	5.19	0.00
tblVehicleEF	MH	998.83	934.95
tblVehicleEF	MH	57.38	0.00
tblVehicleEF	MH	1.46	4.05
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	1.0280e-003	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003

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tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	9.4600e-004	0.00
tblVehicleEF	MH	2.69	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	1.00	0.00
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.31	0.00
tblVehicleEF	MH	9.9080e-003	8.8390e-003
tblVehicleEF	MH	6.6400e-004	0.00
tblVehicleEF	MH	2.69	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	1.00	0.00
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.34	0.00
tblVehicleEF	MH	0.03	3.2770e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.32	0.33
tblVehicleEF	MH	5.61	0.00
tblVehicleEF	MH	998.83	934.95
tblVehicleEF	MH	57.38	0.00
tblVehicleEF	MH	1.55	4.25
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	1.0280e-003	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003

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tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	9.4600e-004	0.00
tblVehicleEF	MH	1.48	0.00
tblVehicleEF	MH	0.10	0.00
tblVehicleEF	MH	0.50	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.33	0.00
tblVehicleEF	MH	9.9070e-003	8.8390e-003
tblVehicleEF	MH	6.7200e-004	0.00
tblVehicleEF	MH	1.48	0.00
tblVehicleEF	MH	0.10	0.00
tblVehicleEF	MH	0.50	0.00
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MHD	0.02	3.1740e-003
tblVehicleEF	MHD	3.1970e-003	3.4150e-003
tblVehicleEF	MHD	0.05	8.4360e-003
tblVehicleEF	MHD	0.35	0.34
tblVehicleEF	MHD	0.24	0.36
tblVehicleEF	MHD	5.47	0.98
tblVehicleEF	MHD	152.51	72.73
tblVehicleEF	MHD	1,062.94	972.64
tblVehicleEF	MHD	54.61	8.27
tblVehicleEF	MHD	0.61	0.57
tblVehicleEF	MHD	0.89	1.55

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tblVehicleEF	MHD	9.8000e-004	1.4440e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	9.5000e-005
tblVehicleEF	MHD	9.3700e-004	1.3820e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	8.7000e-005
tblVehicleEF	MHD	1.6000e-003	6.7900e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	8.0100e-004	3.4200e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.33	0.04
tblVehicleEF	MHD	1.4660e-003	6.9000e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.4200e-004	8.2000e-005
tblVehicleEF	MHD	1.6000e-003	6.7900e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	8.0100e-004	3.4200e-004
tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.36	0.05
tblVehicleEF	MHD	0.02	3.0150e-003
tblVehicleEF	MHD	3.2380e-003	3.4390e-003
tblVehicleEF	MHD	0.05	8.1570e-003
tblVehicleEF	MHD	0.25	0.29

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tblVehicleEF	MHD	0.25	0.36
tblVehicleEF	MHD	5.23	0.94
tblVehicleEF	MHD	161.54	73.65
tblVehicleEF	MHD	1,062.94	972.65
tblVehicleEF	MHD	54.61	8.20
tblVehicleEF	MHD	0.63	0.57
tblVehicleEF	MHD	0.83	1.46
tblVehicleEF	MHD	8.2600e-004	1.2200e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	9.5000e-005
tblVehicleEF	MHD	7.9000e-004	1.1680e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	8.7000e-005
tblVehicleEF	MHD	3.0890e-003	1.2990e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.5560e-003	6.6700e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.32	0.04
tblVehicleEF	MHD	1.5510e-003	6.9800e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.3800e-004	8.1000e-005
tblVehicleEF	MHD	3.0890e-003	1.2990e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.5560e-003	6.6700e-004

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tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.35	0.05
tblVehicleEF	MHD	0.02	3.4030e-003
tblVehicleEF	MHD	3.1690e-003	3.3980e-003
tblVehicleEF	MHD	0.05	8.5100e-003
tblVehicleEF	MHD	0.48	0.42
tblVehicleEF	MHD	0.24	0.36
tblVehicleEF	MHD	5.56	0.99
tblVehicleEF	MHD	140.03	71.45
tblVehicleEF	MHD	1,062.94	972.64
tblVehicleEF	MHD	54.61	8.30
tblVehicleEF	MHD	0.58	0.56
tblVehicleEF	MHD	0.88	1.54
tblVehicleEF	MHD	1.1920e-003	1.7540e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	9.5000e-005
tblVehicleEF	MHD	1.1400e-003	1.6780e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	8.7000e-005
tblVehicleEF	MHD	1.1940e-003	5.2100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.2900e-004	2.7500e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.11
tblVehicleEF	MHD	0.34	0.05

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tblVehicleEF	MHD	1.3480e-003	6.7700e-004
tblVehicleEF	MHD	0.01	9.2610e-003
tblVehicleEF	MHD	6.4300e-004	8.2000e-005
tblVehicleEF	MHD	1.1940e-003	5.2100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	6.2900e-004	2.7500e-004
tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.11
tblVehicleEF	MHD	0.37	0.05
tblVehicleEF	OBUS	0.01	8.6690e-003
tblVehicleEF	OBUS	6.8270e-003	6.2940e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	0.49
tblVehicleEF	OBUS	0.46	0.72
tblVehicleEF	OBUS	5.79	2.51
tblVehicleEF	OBUS	74.97	71.08
tblVehicleEF	OBUS	1,092.94	1,371.04
tblVehicleEF	OBUS	69.71	20.56
tblVehicleEF	OBUS	0.31	0.33
tblVehicleEF	OBUS	0.97	1.20
tblVehicleEF	OBUS	6.8000e-005	5.9500e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	1.9400e-004
tblVehicleEF	OBUS	6.5000e-005	5.6900e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.7800e-004



Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	2.1110e-003	2.6170e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.1000e-004	1.1260e-003
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.36	0.12
tblVehicleEF	OBUS	7.2800e-004	6.7800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9900e-004	2.0300e-004
tblVehicleEF	OBUS	2.1110e-003	2.6170e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	9.1000e-004	1.1260e-003
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.39	0.13
tblVehicleEF	OBUS	0.01	8.7200e-003
tblVehicleEF	OBUS	6.9570e-003	6.4100e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.48
tblVehicleEF	OBUS	0.46	0.73
tblVehicleEF	OBUS	5.41	2.35
tblVehicleEF	OBUS	78.41	70.99
tblVehicleEF	OBUS	1,092.94	1,371.06
tblVehicleEF	OBUS	69.71	20.28
tblVehicleEF	OBUS	0.32	0.32

## Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	0.91	1.12
tblVehicleEF	OBUS	5.7000e-005	5.0500e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	1.9400e-004
tblVehicleEF	OBUS	5.4000e-005	4.8300e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.7800e-004
tblVehicleEF	OBUS	3.9250e-003	4.7670e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	1.7420e-003	2.1480e-003
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	7.6000e-004	6.7700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9200e-004	2.0100e-004
tblVehicleEF	OBUS	3.9250e-003	4.7670e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	1.7420e-003	2.1480e-003
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.38	0.13
tblVehicleEF	OBUS	0.01	8.6270e-003
tblVehicleEF	OBUS	6.8060e-003	6.2600e-003
tblVehicleEF	OBUS	0.03	0.02

Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	0.28	0.50
tblVehicleEF	OBUS	0.46	0.72
tblVehicleEF	OBUS	5.84	2.54
tblVehicleEF	OBUS	70.22	71.20
tblVehicleEF	OBUS	1,092.94	1,371.03
tblVehicleEF	OBUS	69.71	20.60
tblVehicleEF	OBUS	0.29	0.33
tblVehicleEF	OBUS	0.97	1.20
tblVehicleEF	OBUS	8.2000e-005	7.1900e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	1.9400e-004
tblVehicleEF	OBUS	7.9000e-005	6.8800e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.7800e-004
tblVehicleEF	OBUS	1.8300e-003	2.3790e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	8.3900e-004	1.0720e-003
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	0.05	0.28
tblVehicleEF	OBUS	0.36	0.12
tblVehicleEF	OBUS	6.8200e-004	6.7900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9900e-004	2.0400e-004
tblVehicleEF	OBUS	1.8300e-003	2.3790e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.06

## Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	8.3900e-004	1.0720e-003
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.05	0.28
tblVehicleEF	OBUS	0.40	0.13
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3720e-003
tblVehicleEF	SBUS	0.06	7.0630e-003
tblVehicleEF	SBUS	7.82	3.08
tblVehicleEF	SBUS	0.60	0.51
tblVehicleEF	SBUS	6.53	0.94
tblVehicleEF	SBUS	1,137.52	365.13
tblVehicleEF	SBUS	1,098.11	1,104.50
tblVehicleEF	SBUS	54.55	6.09
tblVehicleEF	SBUS	9.42	3.47
tblVehicleEF	SBUS	4.31	4.62
tblVehicleEF	SBUS	9.5680e-003	3.7440e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.2000e-005
tblVehicleEF	SBUS	9.1540e-003	3.5820e-003
tblVehicleEF	SBUS	2.6910e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	3.9000e-005
tblVehicleEF	SBUS	4.8460e-003	1.4040e-003
tblVehicleEF	SBUS	0.03	9.3180e-003
tblVehicleEF	SBUS	0.93	0.36
tblVehicleEF	SBUS	2.2980e-003	6.7500e-004

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tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.36	0.04
tblVehicleEF	SBUS	0.01	3.4880e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5900e-004	6.0000e-005
tblVehicleEF	SBUS	4.8460e-003	1.4040e-003
tblVehicleEF	SBUS	0.03	9.3180e-003
tblVehicleEF	SBUS	1.33	0.52
tblVehicleEF	SBUS	2.2980e-003	6.7500e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.39	0.04
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.4450e-003
tblVehicleEF	SBUS	0.05	5.9200e-003
tblVehicleEF	SBUS	7.71	3.04
tblVehicleEF	SBUS	0.61	0.52
tblVehicleEF	SBUS	4.73	0.68
tblVehicleEF	SBUS	1,189.12	374.76
tblVehicleEF	SBUS	1,098.11	1,104.52
tblVehicleEF	SBUS	54.55	5.66
tblVehicleEF	SBUS	9.72	3.55
tblVehicleEF	SBUS	4.05	4.35
tblVehicleEF	SBUS	8.0660e-003	3.1630e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03

## Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

tblVehicleEF	SBUS	4.7600e-004	4.2000e-005
tblVehicleEF	SBUS	7.7170e-003	3.0260e-003
tblVehicleEF	SBUS	2.6910e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	3.9000e-005
tblVehicleEF	SBUS	8.7430e-003	2.5310e-003
tblVehicleEF	SBUS	0.03	9.8380e-003
tblVehicleEF	SBUS	0.92	0.36
tblVehicleEF	SBUS	4.2770e-003	1.2510e-003
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.30	0.03
tblVehicleEF	SBUS	0.01	3.5790e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.2900e-004	5.6000e-005
tblVehicleEF	SBUS	8.7430e-003	2.5310e-003
tblVehicleEF	SBUS	0.03	9.8380e-003
tblVehicleEF	SBUS	1.33	0.52
tblVehicleEF	SBUS	4.2770e-003	1.2510e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.33	0.04
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3640e-003
tblVehicleEF	SBUS	0.06	7.3130e-003
tblVehicleEF	SBUS	7.98	3.13
tblVehicleEF	SBUS	0.60	0.51

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tblVehicleEF	SBUS	6.89	0.98
tblVehicleEF	SBUS	1,066.27	351.83
tblVehicleEF	SBUS	1,098.11	1,104.50
tblVehicleEF	SBUS	54.55	6.17
tblVehicleEF	SBUS	9.00	3.35
tblVehicleEF	SBUS	4.26	4.59
tblVehicleEF	SBUS	0.01	4.5460e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.2000e-005
tblVehicleEF	SBUS	0.01	4.3490e-003
tblVehicleEF	SBUS	2.6910e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	3.9000e-005
tblVehicleEF	SBUS	4.2260e-003	1.2200e-003
tblVehicleEF	SBUS	0.03	9.5110e-003
tblVehicleEF	SBUS	0.93	0.36
tblVehicleEF	SBUS	2.2070e-003	6.5000e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.37	0.04
tblVehicleEF	SBUS	0.01	3.3620e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6500e-004	6.1000e-005
tblVehicleEF	SBUS	4.2260e-003	1.2200e-003
tblVehicleEF	SBUS	0.03	9.5110e-003
tblVehicleEF	SBUS	1.34	0.52

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tblVehicleEF	SBUS	2.2070e-003	6.5000e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.41	0.05
tblVehicleEF	UBUS	1.44	3.35
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.89	26.06
tblVehicleEF	UBUS	14.42	1.47
tblVehicleEF	UBUS	1,799.80	1,617.41
tblVehicleEF	UBUS	153.89	18.02
tblVehicleEF	UBUS	4.15	0.32
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.9840e-003
tblVehicleEF	UBUS	1.4590e-003	1.6200e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.4780e-003
tblVehicleEF	UBUS	0.04	2.8400e-003
tblVehicleEF	UBUS	1.3420e-003	1.4900e-004
tblVehicleEF	UBUS	9.4280e-003	1.8880e-003
tblVehicleEF	UBUS	0.11	0.01
tblVehicleEF	UBUS	4.6810e-003	8.4400e-004
tblVehicleEF	UBUS	0.46	0.05
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.13	0.08
tblVehicleEF	UBUS	9.6700e-003	4.8660e-003
tblVehicleEF	UBUS	1.8000e-003	1.7800e-004



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tblVehicleEF	UBUS	9.4280e-003	1.8880e-003
tblVehicleEF	UBUS	0.11	0.01
tblVehicleEF	UBUS	4.6810e-003	8.4400e-004
tblVehicleEF	UBUS	1.94	3.43
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.23	0.08
tblVehicleEF	UBUS	1.44	3.35
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.95	26.06
tblVehicleEF	UBUS	12.35	1.25
tblVehicleEF	UBUS	1,799.80	1,617.41
tblVehicleEF	UBUS	153.89	17.65
tblVehicleEF	UBUS	3.87	0.31
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.9840e-003
tblVehicleEF	UBUS	1.4590e-003	1.6200e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.4780e-003
tblVehicleEF	UBUS	0.04	2.8400e-003
tblVehicleEF	UBUS	1.3420e-003	1.4900e-004
tblVehicleEF	UBUS	0.02	3.3540e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.3920e-003	1.6790e-003
tblVehicleEF	UBUS	0.47	0.05
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.03	0.07

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tblVehicleEF	UBUS	9.6710e-003	4.8660e-003
tblVehicleEF	UBUS	1.7640e-003	1.7500e-004
tblVehicleEF	UBUS	0.02	3.3540e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.3920e-003	1.6790e-003
tblVehicleEF	UBUS	1.95	3.43
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.12	0.08
tblVehicleEF	UBUS	1.44	3.35
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.88	26.06
tblVehicleEF	UBUS	14.60	1.46
tblVehicleEF	UBUS	1,799.80	1,617.41
tblVehicleEF	UBUS	153.89	18.00
tblVehicleEF	UBUS	4.12	0.32
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.9840e-003
tblVehicleEF	UBUS	1.4590e-003	1.6200e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.4780e-003
tblVehicleEF	UBUS	0.04	2.8400e-003
tblVehicleEF	UBUS	1.3420e-003	1.4900e-004
tblVehicleEF	UBUS	8.6090e-003	1.9290e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	4.2750e-003	8.8500e-004
tblVehicleEF	UBUS	0.46	0.05

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tblVehicleEF	UBUS	0.03	0.07
tblVehicleEF	UBUS	1.13	0.08
tblVehicleEF	UBUS	9.6700e-003	4.8660e-003
tblVehicleEF	UBUS	1.8030e-003	1.7800e-004
tblVehicleEF	UBUS	8.6090e-003	1.9290e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	4.2750e-003	8.8500e-004
tblVehicleEF	UBUS	1.94	3.43
tblVehicleEF	UBUS	0.03	0.07
tblVehicleEF	UBUS	1.24	0.08
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	4.32
tblVehicleTrips	SU_TR	1.68	4.32
tblVehicleTrips	WD_TR	1.68	4.32

**2.0 Emissions Summary**

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Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
Energy	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	1,001.3216	1,001.3216	0.0391	9.5500e-003	1,005.1443
Mobile	2.4187	2.3909	34.4846	0.1124	12.9775	0.0590	13.0365	3.4445	0.0544	3.4989	0.0000	10,304.6962	10,304.6962	0.2257	0.0000	10,310.3379
Offroad	0.1113	1.1567	0.6922	2.8900e-003		0.0399	0.0399		0.0367	0.0367	0.0000	253.9608	253.9608	0.0821	0.0000	256.0142
Waste						0.0000	0.0000		0.0000	0.0000	254.2340	0.0000	254.2340	15.0248	0.0000	629.8540
Water						0.0000	0.0000		0.0000	0.0000	97.7500	1,278.2893	1,376.0393	10.0926	0.2480	1,702.2537
<b>Total</b>	<b>8.1182</b>	<b>3.6415</b>	<b>35.3112</b>	<b>0.1158</b>	<b>12.9775</b>	<b>0.1063</b>	<b>13.0837</b>	<b>3.4445</b>	<b>0.0984</b>	<b>3.5429</b>	<b>351.9840</b>	<b>12,838.3764</b>	<b>13,190.3604</b>	<b>25.4646</b>	<b>0.2575</b>	<b>13,903.7198</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
Energy	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	1,001.3216	1,001.3216	0.0391	9.5500e-003	1,005.1443
Mobile	2.4187	2.3909	34.4846	0.1124	12.9775	0.0590	13.0365	3.4445	0.0544	3.4989	0.0000	10,304.6962	10,304.6962	0.2257	0.0000	10,310.3379
Offroad	0.1113	1.1567	0.6922	2.8900e-003		0.0399	0.0399		0.0367	0.0367	0.0000	253.9608	253.9608	0.0821	0.0000	256.0142
Waste						0.0000	0.0000		0.0000	0.0000	254.2340	0.0000	254.2340	15.0248	0.0000	629.8540
Water						0.0000	0.0000		0.0000	0.0000	97.7500	1,278.2893	1,376.0393	10.0926	0.2480	1,702.2537
<b>Total</b>	<b>8.1182</b>	<b>3.6415</b>	<b>35.3112</b>	<b>0.1158</b>	<b>12.9775</b>	<b>0.1063</b>	<b>13.0837</b>	<b>3.4445</b>	<b>0.0984</b>	<b>3.5429</b>	<b>351.9840</b>	<b>12,838.3764</b>	<b>13,190.3604</b>	<b>25.4646</b>	<b>0.2575</b>	<b>13,903.7198</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	5/31/2021	5	0	

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**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 41.06**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**





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**3.2 Demolition - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.4187	2.3909	34.4846	0.1124	12.9775	0.0590	13.0365	3.4445	0.0544	3.4989	0.0000	10,304.6962	10,304.6962	0.2257	0.0000	10,310.3379
Unmitigated	2.4187	2.3909	34.4846	0.1124	12.9775	0.0590	13.0365	3.4445	0.0544	3.4989	0.0000	10,304.6962	10,304.6962	0.2257	0.0000	10,310.3379

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	5,750.02	5,750.02	5,750.02	34,743,916	34,743,916
Total	5,750.02	5,750.02	5,750.02	34,743,916	34,743,916

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0

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**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Parking Lot	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Unrefrigerated Warehouse-No Rail	0.623000	0.040400	0.212100	0.124500	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	899.6474	899.6474	0.0371	7.6800e-003	902.8659
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	899.6474	899.6474	0.0371	7.6800e-003	902.8659
NaturalGas Mitigated	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6743	101.6743	1.9500e-003	1.8600e-003	102.2784
NaturalGas Unmitigated	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6743	101.6743	1.9500e-003	1.8600e-003	102.2784

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.9053e+006	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6743	101.6743	1.9500e-003	1.8600e-003	102.2784
<b>Total</b>		<b>0.0103</b>	<b>0.0934</b>	<b>0.0785</b>	<b>5.6000e-004</b>		<b>7.1000e-003</b>	<b>7.1000e-003</b>		<b>7.1000e-003</b>	<b>7.1000e-003</b>	<b>0.0000</b>	<b>101.6743</b>	<b>101.6743</b>	<b>1.9500e-003</b>	<b>1.8600e-003</b>	<b>102.2784</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.9053e+006	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6743	101.6743	1.9500e-003	1.8600e-003	102.2784
<b>Total</b>		<b>0.0103</b>	<b>0.0934</b>	<b>0.0785</b>	<b>5.6000e-004</b>		<b>7.1000e-003</b>	<b>7.1000e-003</b>		<b>7.1000e-003</b>	<b>7.1000e-003</b>	<b>0.0000</b>	<b>101.6743</b>	<b>101.6743</b>	<b>1.9500e-003</b>	<b>1.8600e-003</b>	<b>102.2784</b>

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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	292040	93.0502	3.8400e-003	7.9000e-004	93.3831
Unrefrigerated Warehouse-No Rail	2.53152e+006	806.5972	0.0333	6.8900e-003	809.4828
<b>Total</b>		<b>899.6474</b>	<b>0.0371</b>	<b>7.6800e-003</b>	<b>902.8659</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	292040	93.0502	3.8400e-003	7.9000e-004	93.3831
Unrefrigerated Warehouse-No Rail	2.53152e+006	806.5972	0.0333	6.8900e-003	809.4828
<b>Total</b>		<b>899.6474</b>	<b>0.0371</b>	<b>7.6800e-003</b>	<b>902.8659</b>

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**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
Unmitigated	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157

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**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6424					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.9302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.2000e-003	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
<b>Total</b>	<b>5.5778</b>	<b>5.1000e-004</b>	<b>0.0559</b>	<b>0.0000</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.1085</b>	<b>0.1085</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.1157</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6424					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.9302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.2000e-003	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
<b>Total</b>	<b>5.5778</b>	<b>5.1000e-004</b>	<b>0.0559</b>	<b>0.0000</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.1085</b>	<b>0.1085</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.1157</b>

**7.0 Water Detail**

Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

### 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,376.039 3	10.0926	0.2480	1,702.253 7
Unmitigated	1,376.039 3	10.0926	0.2480	1,702.253 7

### 7.2 Water by Land Use

#### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	308.113 / 0	1,376.039 3	10.0926	0.2480	1,702.253 7
<b>Total</b>		<b>1,376.039 3</b>	<b>10.0926</b>	<b>0.2480</b>	<b>1,702.253 7</b>



Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	308.113 / 0	1,376.039 3	10.0926	0.2480	1,702.253 7
<b>Total</b>		<b>1,376.039 3</b>	<b>10.0926</b>	<b>0.2480</b>	<b>1,702.253 7</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	254.2340	15.0248	0.0000	629.8540
Unmitigated	254.2340	15.0248	0.0000	629.8540

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1252.44	254.2340	15.0248	0.0000	629.8540
<b>Total</b>		<b>254.2340</b>	<b>15.0248</b>	<b>0.0000</b>	<b>629.8540</b>

Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1252.44	254.2340	15.0248	0.0000	629.8540
<b>Total</b>		<b>254.2340</b>	<b>15.0248</b>	<b>0.0000</b>	<b>629.8540</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	5	4.00	365	200	0.37	CNG

Moreno Valley Trade Center - E-Commerce (Operations - Passenger Cars) - Riverside-South Coast County, Annual

**UnMitigated/Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Tractors/Loaders/Backhoes	0.1113	1.1567	0.6922	2.8900e-003		0.0399	0.0399		0.0367	0.0367	0.0000	253.9608	253.9608	0.0821	0.0000	256.0142
<b>Total</b>	<b>0.1113</b>	<b>1.1567</b>	<b>0.6922</b>	<b>2.8900e-003</b>		<b>0.0399</b>	<b>0.0399</b>		<b>0.0367</b>	<b>0.0367</b>	<b>0.0000</b>	<b>253.9608</b>	<b>253.9608</b>	<b>0.0821</b>	<b>0.0000</b>	<b>256.0142</b>

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## **APPENDIX 3.3:**

### **CALEEMOD PROJECT ANNUAL OPERATIONAL (TRUCKS) EMISSIONS MODEL OUTPUTS**

Moreno Valley Trade Center - E-Commerce (Operations - Trucks) - Riverside-South Coast County, Annual

**Moreno Valley Trade Center - E-Commerce (Operations - Trucks)**  
**Riverside-South Coast County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	1,332.38	1000sqft	30.59	1,332,380.00	0
Other Asphalt Surfaces	954.51	1000sqft	21.91	954,505.00	0
Parking Lot	2,086.00	Space	19.15	834,400.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Moreno Valley Trade Center - E-Commerce (Operations - Trucks) - Riverside-South Coast County, Annual

Project Characteristics -

Land Use - Total Project Area is 71.65 acres

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Characteristics based on information provided in the Moreno Valley Trade Center Traffic Impact Analysis by Translutions, Inc.

Energy Use - The Project will design building shells and building components to meet 2019 Title 24 Standards which expects 30% less energy for nonresidential uses

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results (2014)

Fleet Mix - Truck Fleet Mix estimated by rationing the Trip Rates for each truck type based on information provided in the TIA.

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	70.00	0.00
tblEnergyUse	LightingElect	1.17	0.82
tblEnergyUse	T24E	0.37	0.26
tblEnergyUse	T24NG	2.00	1.40
tblFleetMix	HHD	0.07	0.62
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.21
tblFleetMix	LHD2	4.9700e-003	0.00
tblFleetMix	MCY	4.5470e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.6500e-004	0.00



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tblFleetMix	MHD	0.02	0.18
tblFleetMix	OBUS	1.3970e-003	0.00
tblFleetMix	SBUS	9.3200e-004	0.00
tblFleetMix	UBUS	1.1600e-003	0.00
tblLandUse	LotAcreage	18.77	19.15
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	5.00
tblVehicleEF	HHD	1.36	0.03
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	3.11	7.94
tblVehicleEF	HHD	0.45	0.25
tblVehicleEF	HHD	1.41	2.7310e-003
tblVehicleEF	HHD	6,423.61	1,427.19
tblVehicleEF	HHD	1,444.51	1,313.58
tblVehicleEF	HHD	4.59	0.02
tblVehicleEF	HHD	24.87	7.34
tblVehicleEF	HHD	2.31	2.57
tblVehicleEF	HHD	0.01	3.4450e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04

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tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	0.01	3.2960e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8960e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	2.0000e-006
tblVehicleEF	HHD	2.3460e-003	6.0000e-005
tblVehicleEF	HHD	0.80	0.57
tblVehicleEF	HHD	4.3000e-005	1.0000e-006
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	1.5800e-004	2.7500e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.9000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	2.0000e-006
tblVehicleEF	HHD	2.3460e-003	6.0000e-005
tblVehicleEF	HHD	0.92	0.65
tblVehicleEF	HHD	4.3000e-005	1.0000e-006
tblVehicleEF	HHD	0.10	0.06
tblVehicleEF	HHD	1.5800e-004	2.7500e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	1.28	0.03
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.09	0.00

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tblVehicleEF	HHD	2.26	7.79
tblVehicleEF	HHD	0.45	0.25
tblVehicleEF	HHD	1.34	2.5850e-003
tblVehicleEF	HHD	6,805.04	1,418.27
tblVehicleEF	HHD	1,444.51	1,313.58
tblVehicleEF	HHD	4.59	0.02
tblVehicleEF	HHD	25.67	7.07
tblVehicleEF	HHD	2.18	2.42
tblVehicleEF	HHD	9.3550e-003	3.0680e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	8.9510e-003	2.9360e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8960e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	1.3900e-004	3.0000e-006
tblVehicleEF	HHD	2.6650e-003	6.7000e-005
tblVehicleEF	HHD	0.75	0.60
tblVehicleEF	HHD	8.2000e-005	2.0000e-006
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	1.6100e-004	2.7900e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01

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tblVehicleEF	HHD	6.8000e-005	0.00
tblVehicleEF	HHD	1.3900e-004	3.0000e-006
tblVehicleEF	HHD	2.6650e-003	6.7000e-005
tblVehicleEF	HHD	0.87	0.68
tblVehicleEF	HHD	8.2000e-005	2.0000e-006
tblVehicleEF	HHD	0.10	0.06
tblVehicleEF	HHD	1.6100e-004	2.7900e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	1.46	0.02
tblVehicleEF	HHD	0.03	1.9060e-003
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	4.28	8.13
tblVehicleEF	HHD	0.44	0.21
tblVehicleEF	HHD	1.42	2.7200e-003
tblVehicleEF	HHD	5,896.87	1,435.73
tblVehicleEF	HHD	1,444.51	1,302.97
tblVehicleEF	HHD	4.59	0.02
tblVehicleEF	HHD	23.77	7.68
tblVehicleEF	HHD	2.30	2.54
tblVehicleEF	HHD	0.01	3.9220e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	0.01	3.7530e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8670e-003

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tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	2.0000e-006
tblVehicleEF	HHD	2.4470e-003	6.7000e-005
tblVehicleEF	HHD	0.86	0.53
tblVehicleEF	HHD	3.6000e-005	1.0000e-006
tblVehicleEF	HHD	0.06	0.04
tblVehicleEF	HHD	1.6900e-004	2.9200e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.9000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	2.0000e-006
tblVehicleEF	HHD	2.4470e-003	6.7000e-005
tblVehicleEF	HHD	0.99	0.60
tblVehicleEF	HHD	3.6000e-005	1.0000e-006
tblVehicleEF	HHD	0.10	0.05
tblVehicleEF	HHD	1.6900e-004	2.9200e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	LDA	3.6620e-003	2.1670e-003
tblVehicleEF	LDA	4.7760e-003	0.05
tblVehicleEF	LDA	0.54	0.61
tblVehicleEF	LDA	1.05	2.07
tblVehicleEF	LDA	245.52	258.05
tblVehicleEF	LDA	56.65	53.14
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	1.5830e-003	1.3740e-003

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tblVehicleEF	LDA	2.2500e-003	1.8360e-003
tblVehicleEF	LDA	1.4580e-003	1.2660e-003
tblVehicleEF	LDA	2.0690e-003	1.6880e-003
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	9.2080e-003	8.1890e-003
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.21
tblVehicleEF	LDA	2.4580e-003	2.5530e-003
tblVehicleEF	LDA	5.8400e-004	5.2600e-004
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.07	0.23
tblVehicleEF	LDA	4.1530e-003	2.4690e-003
tblVehicleEF	LDA	4.1450e-003	0.04
tblVehicleEF	LDA	0.66	0.75
tblVehicleEF	LDA	0.93	1.82
tblVehicleEF	LDA	267.36	280.58
tblVehicleEF	LDA	56.65	52.67
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	1.5830e-003	1.3740e-003
tblVehicleEF	LDA	2.2500e-003	1.8360e-003
tblVehicleEF	LDA	1.4580e-003	1.2660e-003

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tblVehicleEF	LDA	2.0690e-003	1.6880e-003
tblVehicleEF	LDA	0.09	0.13
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.01	9.2540e-003
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.18
tblVehicleEF	LDA	2.6780e-003	2.7760e-003
tblVehicleEF	LDA	5.8200e-004	5.2100e-004
tblVehicleEF	LDA	0.09	0.13
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.20
tblVehicleEF	LDA	3.5320e-003	2.0910e-003
tblVehicleEF	LDA	4.9050e-003	0.05
tblVehicleEF	LDA	0.51	0.57
tblVehicleEF	LDA	1.08	2.11
tblVehicleEF	LDA	239.46	251.86
tblVehicleEF	LDA	56.65	53.22
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	1.5830e-003	1.3740e-003
tblVehicleEF	LDA	2.2500e-003	1.8360e-003
tblVehicleEF	LDA	1.4580e-003	1.2660e-003
tblVehicleEF	LDA	2.0690e-003	1.6880e-003
tblVehicleEF	LDA	0.04	0.05

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tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.8850e-003	7.9080e-003
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.3970e-003	2.4920e-003
tblVehicleEF	LDA	5.8500e-004	5.2700e-004
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.07	0.23
tblVehicleEF	LDT1	0.01	6.9370e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.32	1.43
tblVehicleEF	LDT1	3.05	2.34
tblVehicleEF	LDT1	305.87	308.06
tblVehicleEF	LDT1	70.39	64.70
tblVehicleEF	LDT1	0.13	0.12
tblVehicleEF	LDT1	2.3960e-003	2.0960e-003
tblVehicleEF	LDT1	3.5150e-003	2.7320e-003
tblVehicleEF	LDT1	2.2060e-003	1.9290e-003
tblVehicleEF	LDT1	3.2320e-003	2.5120e-003
tblVehicleEF	LDT1	0.20	0.21
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.13	0.14



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tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.19	0.80
tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	3.0750e-003	3.0480e-003
tblVehicleEF	LDT1	7.5800e-004	6.4000e-004
tblVehicleEF	LDT1	0.20	0.21
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.19	0.80
tblVehicleEF	LDT1	0.23	0.43
tblVehicleEF	LDT1	0.01	7.8400e-003
tblVehicleEF	LDT1	0.01	0.07
tblVehicleEF	LDT1	1.59	1.74
tblVehicleEF	LDT1	2.68	2.07
tblVehicleEF	LDT1	332.27	332.04
tblVehicleEF	LDT1	70.39	64.11
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	2.3960e-003	2.0960e-003
tblVehicleEF	LDT1	3.5150e-003	2.7320e-003
tblVehicleEF	LDT1	2.2060e-003	1.9290e-003
tblVehicleEF	LDT1	3.2320e-003	2.5120e-003
tblVehicleEF	LDT1	0.38	0.40
tblVehicleEF	LDT1	0.40	0.31
tblVehicleEF	LDT1	0.25	0.27
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.19	0.80

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tblVehicleEF	LDT1	0.18	0.34
tblVehicleEF	LDT1	3.3430e-003	3.2860e-003
tblVehicleEF	LDT1	7.5100e-004	6.3400e-004
tblVehicleEF	LDT1	0.38	0.40
tblVehicleEF	LDT1	0.40	0.31
tblVehicleEF	LDT1	0.25	0.27
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.19	0.80
tblVehicleEF	LDT1	0.20	0.38
tblVehicleEF	LDT1	0.01	6.6720e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.24	1.34
tblVehicleEF	LDT1	3.11	2.39
tblVehicleEF	LDT1	298.00	300.78
tblVehicleEF	LDT1	70.39	64.83
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	2.3960e-003	2.0960e-003
tblVehicleEF	LDT1	3.5150e-003	2.7320e-003
tblVehicleEF	LDT1	2.2060e-003	1.9290e-003
tblVehicleEF	LDT1	3.2320e-003	2.5120e-003
tblVehicleEF	LDT1	0.17	0.17
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.22	0.41
tblVehicleEF	LDT1	2.9950e-003	2.9760e-003

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tblVehicleEF	LDT1	7.5900e-004	6.4200e-004
tblVehicleEF	LDT1	0.17	0.17
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.24	0.44
tblVehicleEF	LDT2	5.1640e-003	3.7850e-003
tblVehicleEF	LDT2	6.4600e-003	0.07
tblVehicleEF	LDT2	0.71	0.90
tblVehicleEF	LDT2	1.39	2.64
tblVehicleEF	LDT2	342.68	326.57
tblVehicleEF	LDT2	78.65	68.91
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	1.6000e-003	1.4270e-003
tblVehicleEF	LDT2	2.3460e-003	1.8750e-003
tblVehicleEF	LDT2	1.4710e-003	1.3130e-003
tblVehicleEF	LDT2	2.1570e-003	1.7240e-003
tblVehicleEF	LDT2	0.07	0.11
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.09
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	3.4320e-003	3.2310e-003
tblVehicleEF	LDT2	8.1000e-004	6.8200e-004
tblVehicleEF	LDT2	0.07	0.11

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tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.09
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.10	0.33
tblVehicleEF	LDT2	5.8560e-003	4.3030e-003
tblVehicleEF	LDT2	5.6090e-003	0.06
tblVehicleEF	LDT2	0.87	1.10
tblVehicleEF	LDT2	1.23	2.34
tblVehicleEF	LDT2	372.88	349.63
tblVehicleEF	LDT2	78.65	68.30
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	1.6000e-003	1.4270e-003
tblVehicleEF	LDT2	2.3460e-003	1.8750e-003
tblVehicleEF	LDT2	1.4710e-003	1.3130e-003
tblVehicleEF	LDT2	2.1570e-003	1.7240e-003
tblVehicleEF	LDT2	0.13	0.21
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.10	0.16
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.08	0.27
tblVehicleEF	LDT2	3.7360e-003	3.4590e-003
tblVehicleEF	LDT2	8.0700e-004	6.7600e-004
tblVehicleEF	LDT2	0.13	0.21
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.10	0.16

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tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	4.9650e-003	3.6320e-003
tblVehicleEF	LDT2	6.6500e-003	0.07
tblVehicleEF	LDT2	0.67	0.84
tblVehicleEF	LDT2	1.42	2.71
tblVehicleEF	LDT2	333.62	319.57
tblVehicleEF	LDT2	78.65	69.04
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	1.6000e-003	1.4270e-003
tblVehicleEF	LDT2	2.3460e-003	1.8750e-003
tblVehicleEF	LDT2	1.4710e-003	1.3130e-003
tblVehicleEF	LDT2	2.1570e-003	1.7240e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.49
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	3.3410e-003	3.1620e-003
tblVehicleEF	LDT2	8.1000e-004	6.8300e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.49

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tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LHD1	5.1810e-003	4.7600e-003
tblVehicleEF	LHD1	9.5070e-003	4.8390e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.93
tblVehicleEF	LHD1	9.26	9.38
tblVehicleEF	LHD1	602.20	632.13
tblVehicleEF	LHD1	29.86	10.36
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.06	1.46
tblVehicleEF	LHD1	9.7000e-004	9.7900e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.2300e-004
tblVehicleEF	LHD1	9.2800e-004	9.3700e-004
tblVehicleEF	LHD1	2.5490e-003	2.5040e-003
tblVehicleEF	LHD1	0.01	9.9950e-003
tblVehicleEF	LHD1	7.6200e-004	2.0500e-004
tblVehicleEF	LHD1	3.7780e-003	3.0170e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8760e-003	1.4960e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.31	0.47
tblVehicleEF	LHD1	0.24	0.07

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tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1480e-003
tblVehicleEF	LHD1	3.4200e-004	1.0300e-004
tblVehicleEF	LHD1	3.7780e-003	3.0170e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8760e-003	1.4960e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.31	0.47
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD1	5.1810e-003	4.7720e-003
tblVehicleEF	LHD1	9.6980e-003	4.9170e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.89	0.67
tblVehicleEF	LHD1	2.15	0.88
tblVehicleEF	LHD1	9.26	9.38
tblVehicleEF	LHD1	602.20	632.14
tblVehicleEF	LHD1	29.86	10.28
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.94	1.37
tblVehicleEF	LHD1	9.7000e-004	9.7900e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.2300e-004
tblVehicleEF	LHD1	9.2800e-004	9.3700e-004
tblVehicleEF	LHD1	2.5490e-003	2.5040e-003

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tblVehicleEF	LHD1	0.01	9.9950e-003
tblVehicleEF	LHD1	7.6200e-004	2.0500e-004
tblVehicleEF	LHD1	7.0590e-003	5.6440e-003
tblVehicleEF	LHD1	0.12	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.5660e-003	2.8600e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.32	0.48
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1480e-003
tblVehicleEF	LHD1	3.4000e-004	1.0200e-004
tblVehicleEF	LHD1	7.0590e-003	5.6440e-003
tblVehicleEF	LHD1	0.12	0.09
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	3.5660e-003	2.8600e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.32	0.48
tblVehicleEF	LHD1	0.25	0.08
tblVehicleEF	LHD1	5.1810e-003	4.7590e-003
tblVehicleEF	LHD1	9.4900e-003	4.8280e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.93
tblVehicleEF	LHD1	9.26	9.38
tblVehicleEF	LHD1	602.20	632.12



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tblVehicleEF	LHD1	29.86	10.37
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.04	1.44
tblVehicleEF	LHD1	9.7000e-004	9.7900e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.2300e-004
tblVehicleEF	LHD1	9.2800e-004	9.3700e-004
tblVehicleEF	LHD1	2.5490e-003	2.5040e-003
tblVehicleEF	LHD1	0.01	9.9950e-003
tblVehicleEF	LHD1	7.6200e-004	2.0500e-004
tblVehicleEF	LHD1	3.3490e-003	2.6630e-003
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7110e-003	1.3580e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.34	0.51
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9020e-003	6.1480e-003
tblVehicleEF	LHD1	3.4200e-004	1.0300e-004
tblVehicleEF	LHD1	3.3490e-003	2.6630e-003
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7110e-003	1.3580e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.34	0.51

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tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD2	3.4600e-003	3.0860e-003
tblVehicleEF	LHD2	4.0020e-003	3.5550e-003
tblVehicleEF	LHD2	7.4040e-003	8.4670e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	1.08	0.54
tblVehicleEF	LHD2	14.41	14.77
tblVehicleEF	LHD2	598.41	631.11
tblVehicleEF	LHD2	23.24	7.16
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.50	1.61
tblVehicleEF	LHD2	1.3120e-003	1.4480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.1000e-004
tblVehicleEF	LHD2	1.2550e-003	1.3860e-003
tblVehicleEF	LHD2	2.7000e-003	2.7130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	1.0100e-004
tblVehicleEF	LHD2	1.4050e-003	1.6110e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.4200e-004	8.1800e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.23
tblVehicleEF	LHD2	0.10	0.04

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tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	6.0810e-003
tblVehicleEF	LHD2	2.5200e-004	7.1000e-005
tblVehicleEF	LHD2	1.4050e-003	1.6110e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.4200e-004	8.1800e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.23
tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	LHD2	3.4600e-003	3.0930e-003
tblVehicleEF	LHD2	4.0450e-003	3.5800e-003
tblVehicleEF	LHD2	7.1500e-003	8.1830e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.49
tblVehicleEF	LHD2	1.04	0.51
tblVehicleEF	LHD2	14.41	14.77
tblVehicleEF	LHD2	598.41	631.12
tblVehicleEF	LHD2	23.24	7.12
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.41	1.52
tblVehicleEF	LHD2	1.3120e-003	1.4480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.1000e-004
tblVehicleEF	LHD2	1.2550e-003	1.3860e-003
tblVehicleEF	LHD2	2.7000e-003	2.7130e-003

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tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	1.0100e-004
tblVehicleEF	LHD2	2.6530e-003	3.0380e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.3950e-003	1.5540e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.24
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	6.0810e-003
tblVehicleEF	LHD2	2.5100e-004	7.0000e-005
tblVehicleEF	LHD2	2.6530e-003	3.0380e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.3950e-003	1.5540e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.24
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	3.4600e-003	3.0850e-003
tblVehicleEF	LHD2	3.9920e-003	3.5470e-003
tblVehicleEF	LHD2	7.4470e-003	8.5290e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	1.09	0.54
tblVehicleEF	LHD2	14.41	14.77
tblVehicleEF	LHD2	598.41	631.11

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tblVehicleEF	LHD2	23.24	7.17
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.48	1.59
tblVehicleEF	LHD2	1.3120e-003	1.4480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.1000e-004
tblVehicleEF	LHD2	1.2550e-003	1.3860e-003
tblVehicleEF	LHD2	2.7000e-003	2.7130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	1.0100e-004
tblVehicleEF	LHD2	1.1040e-003	1.2560e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.2900e-004	6.8000e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.25
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	6.0810e-003
tblVehicleEF	LHD2	2.5200e-004	7.1000e-005
tblVehicleEF	LHD2	1.1040e-003	1.2560e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.2900e-004	6.8000e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.25

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tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	MCY	0.42	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.14	19.26
tblVehicleEF	MCY	9.69	8.57
tblVehicleEF	MCY	166.26	208.19
tblVehicleEF	MCY	45.80	60.41
tblVehicleEF	MCY	1.12	1.12
tblVehicleEF	MCY	1.8240e-003	1.8040e-003
tblVehicleEF	MCY	3.3680e-003	2.8470e-003
tblVehicleEF	MCY	1.7050e-003	1.6870e-003
tblVehicleEF	MCY	3.1720e-003	2.6790e-003
tblVehicleEF	MCY	1.69	1.66
tblVehicleEF	MCY	0.85	0.84
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	2.13	2.14
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.06	1.82
tblVehicleEF	MCY	2.0370e-003	2.0600e-003
tblVehicleEF	MCY	6.7700e-004	5.9800e-004
tblVehicleEF	MCY	1.69	1.66
tblVehicleEF	MCY	0.85	0.84
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	2.63	2.64
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.24	1.98
tblVehicleEF	MCY	0.42	0.32

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tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	19.85	19.92
tblVehicleEF	MCY	9.10	8.00
tblVehicleEF	MCY	166.26	209.15
tblVehicleEF	MCY	45.80	58.86
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	1.8240e-003	1.8040e-003
tblVehicleEF	MCY	3.3680e-003	2.8470e-003
tblVehicleEF	MCY	1.7050e-003	1.6870e-003
tblVehicleEF	MCY	3.1720e-003	2.6790e-003
tblVehicleEF	MCY	3.36	3.29
tblVehicleEF	MCY	1.24	1.24
tblVehicleEF	MCY	2.10	2.05
tblVehicleEF	MCY	2.11	2.12
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	1.85	1.62
tblVehicleEF	MCY	2.0480e-003	2.0700e-003
tblVehicleEF	MCY	6.6100e-004	5.8200e-004
tblVehicleEF	MCY	3.36	3.29
tblVehicleEF	MCY	1.24	1.24
tblVehicleEF	MCY	2.10	2.05
tblVehicleEF	MCY	2.61	2.61
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.01	1.77
tblVehicleEF	MCY	0.42	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.68	18.80

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tblVehicleEF	MCY	9.65	8.51
tblVehicleEF	MCY	166.26	207.43
tblVehicleEF	MCY	45.80	60.33
tblVehicleEF	MCY	1.12	1.12
tblVehicleEF	MCY	1.8240e-003	1.8040e-003
tblVehicleEF	MCY	3.3680e-003	2.8470e-003
tblVehicleEF	MCY	1.7050e-003	1.6870e-003
tblVehicleEF	MCY	3.1720e-003	2.6790e-003
tblVehicleEF	MCY	1.60	1.59
tblVehicleEF	MCY	1.04	1.03
tblVehicleEF	MCY	0.74	0.73
tblVehicleEF	MCY	2.12	2.13
tblVehicleEF	MCY	0.64	2.07
tblVehicleEF	MCY	2.07	1.82
tblVehicleEF	MCY	2.0300e-003	2.0530e-003
tblVehicleEF	MCY	6.7700e-004	5.9700e-004
tblVehicleEF	MCY	1.60	1.59
tblVehicleEF	MCY	1.04	1.03
tblVehicleEF	MCY	0.74	0.73
tblVehicleEF	MCY	2.62	2.63
tblVehicleEF	MCY	0.64	2.07
tblVehicleEF	MCY	2.26	1.98
tblVehicleEF	MDV	0.01	4.9040e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.26	1.05
tblVehicleEF	MDV	2.88	3.10
tblVehicleEF	MDV	474.24	407.96



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tblVehicleEF	MDV	107.24	85.75
tblVehicleEF	MDV	0.15	0.10
tblVehicleEF	MDV	1.6800e-003	1.4930e-003
tblVehicleEF	MDV	2.4130e-003	1.9530e-003
tblVehicleEF	MDV	1.5490e-003	1.3770e-003
tblVehicleEF	MDV	2.2190e-003	1.7960e-003
tblVehicleEF	MDV	0.11	0.13
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.22	0.41
tblVehicleEF	MDV	4.7510e-003	4.0340e-003
tblVehicleEF	MDV	1.1230e-003	8.4900e-004
tblVehicleEF	MDV	0.11	0.13
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.24	0.44
tblVehicleEF	MDV	0.01	5.5890e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.53	1.28
tblVehicleEF	MDV	2.54	2.73
tblVehicleEF	MDV	514.80	432.45
tblVehicleEF	MDV	107.24	84.99
tblVehicleEF	MDV	0.14	0.10

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tblVehicleEF	MDV	1.6800e-003	1.4930e-003
tblVehicleEF	MDV	2.4130e-003	1.9530e-003
tblVehicleEF	MDV	1.5490e-003	1.3770e-003
tblVehicleEF	MDV	2.2190e-003	1.7960e-003
tblVehicleEF	MDV	0.21	0.25
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.20
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.19	0.35
tblVehicleEF	MDV	5.1610e-003	4.2760e-003
tblVehicleEF	MDV	1.1170e-003	8.4100e-004
tblVehicleEF	MDV	0.21	0.25
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.20
tblVehicleEF	MDV	0.05	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.21	0.39
tblVehicleEF	MDV	0.01	4.7070e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.18	0.98
tblVehicleEF	MDV	2.94	3.17
tblVehicleEF	MDV	462.11	400.61
tblVehicleEF	MDV	107.24	85.90
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	1.6800e-003	1.4930e-003
tblVehicleEF	MDV	2.4130e-003	1.9530e-003

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tblVehicleEF	MDV	1.5490e-003	1.3770e-003
tblVehicleEF	MDV	2.2190e-003	1.7960e-003
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.55
tblVehicleEF	MDV	0.23	0.42
tblVehicleEF	MDV	4.6290e-003	3.9610e-003
tblVehicleEF	MDV	1.1240e-003	8.5000e-004
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.55
tblVehicleEF	MDV	0.25	0.46
tblVehicleEF	MH	0.03	3.2770e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.33	0.33
tblVehicleEF	MH	5.58	0.00
tblVehicleEF	MH	998.83	934.95
tblVehicleEF	MH	57.38	0.00
tblVehicleEF	MH	1.57	4.29
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	1.0280e-003	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003

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tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	9.4600e-004	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.33	0.00
tblVehicleEF	MH	9.9070e-003	8.8390e-003
tblVehicleEF	MH	6.7100e-004	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MH	0.03	3.2770e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.40	0.33
tblVehicleEF	MH	5.19	0.00
tblVehicleEF	MH	998.83	934.95
tblVehicleEF	MH	57.38	0.00
tblVehicleEF	MH	1.46	4.05
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	1.0280e-003	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003

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tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	9.4600e-004	0.00
tblVehicleEF	MH	2.69	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	1.00	0.00
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.31	0.00
tblVehicleEF	MH	9.9080e-003	8.8390e-003
tblVehicleEF	MH	6.6400e-004	0.00
tblVehicleEF	MH	2.69	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	1.00	0.00
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.34	0.00
tblVehicleEF	MH	0.03	3.2770e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.32	0.33
tblVehicleEF	MH	5.61	0.00
tblVehicleEF	MH	998.83	934.95
tblVehicleEF	MH	57.38	0.00
tblVehicleEF	MH	1.55	4.25
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	1.0280e-003	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003

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tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	9.4600e-004	0.00
tblVehicleEF	MH	1.48	0.00
tblVehicleEF	MH	0.10	0.00
tblVehicleEF	MH	0.50	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.33	0.00
tblVehicleEF	MH	9.9070e-003	8.8390e-003
tblVehicleEF	MH	6.7200e-004	0.00
tblVehicleEF	MH	1.48	0.00
tblVehicleEF	MH	0.10	0.00
tblVehicleEF	MH	0.50	0.00
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.36	0.00
tblVehicleEF	MHD	0.02	3.1740e-003
tblVehicleEF	MHD	3.1970e-003	3.4150e-003
tblVehicleEF	MHD	0.05	8.4360e-003
tblVehicleEF	MHD	0.35	0.34
tblVehicleEF	MHD	0.24	0.36
tblVehicleEF	MHD	5.47	0.98
tblVehicleEF	MHD	152.51	72.73
tblVehicleEF	MHD	1,062.94	972.64
tblVehicleEF	MHD	54.61	8.27
tblVehicleEF	MHD	0.61	0.57
tblVehicleEF	MHD	0.89	1.55

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tblVehicleEF	MHD	9.8000e-004	1.4440e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	9.5000e-005
tblVehicleEF	MHD	9.3700e-004	1.3820e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	8.7000e-005
tblVehicleEF	MHD	1.6000e-003	6.7900e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	8.0100e-004	3.4200e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.33	0.04
tblVehicleEF	MHD	1.4660e-003	6.9000e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.4200e-004	8.2000e-005
tblVehicleEF	MHD	1.6000e-003	6.7900e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	8.0100e-004	3.4200e-004
tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.36	0.05
tblVehicleEF	MHD	0.02	3.0150e-003
tblVehicleEF	MHD	3.2380e-003	3.4390e-003
tblVehicleEF	MHD	0.05	8.1570e-003
tblVehicleEF	MHD	0.25	0.29

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tblVehicleEF	MHD	0.25	0.36
tblVehicleEF	MHD	5.23	0.94
tblVehicleEF	MHD	161.54	73.65
tblVehicleEF	MHD	1,062.94	972.65
tblVehicleEF	MHD	54.61	8.20
tblVehicleEF	MHD	0.63	0.57
tblVehicleEF	MHD	0.83	1.46
tblVehicleEF	MHD	8.2600e-004	1.2200e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	9.5000e-005
tblVehicleEF	MHD	7.9000e-004	1.1680e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	8.7000e-005
tblVehicleEF	MHD	3.0890e-003	1.2990e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.5560e-003	6.6700e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.32	0.04
tblVehicleEF	MHD	1.5510e-003	6.9800e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.3800e-004	8.1000e-005
tblVehicleEF	MHD	3.0890e-003	1.2990e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.5560e-003	6.6700e-004



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tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.35	0.05
tblVehicleEF	MHD	0.02	3.4030e-003
tblVehicleEF	MHD	3.1690e-003	3.3980e-003
tblVehicleEF	MHD	0.05	8.5100e-003
tblVehicleEF	MHD	0.48	0.42
tblVehicleEF	MHD	0.24	0.36
tblVehicleEF	MHD	5.56	0.99
tblVehicleEF	MHD	140.03	71.45
tblVehicleEF	MHD	1,062.94	972.64
tblVehicleEF	MHD	54.61	8.30
tblVehicleEF	MHD	0.58	0.56
tblVehicleEF	MHD	0.88	1.54
tblVehicleEF	MHD	1.1920e-003	1.7540e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	9.5000e-005
tblVehicleEF	MHD	1.1400e-003	1.6780e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	8.7000e-005
tblVehicleEF	MHD	1.1940e-003	5.2100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.2900e-004	2.7500e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.11
tblVehicleEF	MHD	0.34	0.05

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tblVehicleEF	MHD	1.3480e-003	6.7700e-004
tblVehicleEF	MHD	0.01	9.2610e-003
tblVehicleEF	MHD	6.4300e-004	8.2000e-005
tblVehicleEF	MHD	1.1940e-003	5.2100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	6.2900e-004	2.7500e-004
tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.11
tblVehicleEF	MHD	0.37	0.05
tblVehicleEF	OBUS	0.01	8.6690e-003
tblVehicleEF	OBUS	6.8270e-003	6.2940e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	0.49
tblVehicleEF	OBUS	0.46	0.72
tblVehicleEF	OBUS	5.79	2.51
tblVehicleEF	OBUS	74.97	71.08
tblVehicleEF	OBUS	1,092.94	1,371.04
tblVehicleEF	OBUS	69.71	20.56
tblVehicleEF	OBUS	0.31	0.33
tblVehicleEF	OBUS	0.97	1.20
tblVehicleEF	OBUS	6.8000e-005	5.9500e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	1.9400e-004
tblVehicleEF	OBUS	6.5000e-005	5.6900e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.7800e-004

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tblVehicleEF	OBUS	2.1110e-003	2.6170e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.1000e-004	1.1260e-003
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.36	0.12
tblVehicleEF	OBUS	7.2800e-004	6.7800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9900e-004	2.0300e-004
tblVehicleEF	OBUS	2.1110e-003	2.6170e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	9.1000e-004	1.1260e-003
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.39	0.13
tblVehicleEF	OBUS	0.01	8.7200e-003
tblVehicleEF	OBUS	6.9570e-003	6.4100e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.48
tblVehicleEF	OBUS	0.46	0.73
tblVehicleEF	OBUS	5.41	2.35
tblVehicleEF	OBUS	78.41	70.99
tblVehicleEF	OBUS	1,092.94	1,371.06
tblVehicleEF	OBUS	69.71	20.28
tblVehicleEF	OBUS	0.32	0.32

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tblVehicleEF	OBUS	0.91	1.12
tblVehicleEF	OBUS	5.7000e-005	5.0500e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	1.9400e-004
tblVehicleEF	OBUS	5.4000e-005	4.8300e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.7800e-004
tblVehicleEF	OBUS	3.9250e-003	4.7670e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	1.7420e-003	2.1480e-003
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	7.6000e-004	6.7700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9200e-004	2.0100e-004
tblVehicleEF	OBUS	3.9250e-003	4.7670e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	1.7420e-003	2.1480e-003
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.05	0.26
tblVehicleEF	OBUS	0.38	0.13
tblVehicleEF	OBUS	0.01	8.6270e-003
tblVehicleEF	OBUS	6.8060e-003	6.2600e-003
tblVehicleEF	OBUS	0.03	0.02

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tblVehicleEF	OBUS	0.28	0.50
tblVehicleEF	OBUS	0.46	0.72
tblVehicleEF	OBUS	5.84	2.54
tblVehicleEF	OBUS	70.22	71.20
tblVehicleEF	OBUS	1,092.94	1,371.03
tblVehicleEF	OBUS	69.71	20.60
tblVehicleEF	OBUS	0.29	0.33
tblVehicleEF	OBUS	0.97	1.20
tblVehicleEF	OBUS	8.2000e-005	7.1900e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	1.9400e-004
tblVehicleEF	OBUS	7.9000e-005	6.8800e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.7800e-004
tblVehicleEF	OBUS	1.8300e-003	2.3790e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	8.3900e-004	1.0720e-003
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	0.05	0.28
tblVehicleEF	OBUS	0.36	0.12
tblVehicleEF	OBUS	6.8200e-004	6.7900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9900e-004	2.0400e-004
tblVehicleEF	OBUS	1.8300e-003	2.3790e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.06

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tblVehicleEF	OBUS	8.3900e-004	1.0720e-003
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.05	0.28
tblVehicleEF	OBUS	0.40	0.13
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3720e-003
tblVehicleEF	SBUS	0.06	7.0630e-003
tblVehicleEF	SBUS	7.82	3.08
tblVehicleEF	SBUS	0.60	0.51
tblVehicleEF	SBUS	6.53	0.94
tblVehicleEF	SBUS	1,137.52	365.13
tblVehicleEF	SBUS	1,098.11	1,104.50
tblVehicleEF	SBUS	54.55	6.09
tblVehicleEF	SBUS	9.42	3.47
tblVehicleEF	SBUS	4.31	4.62
tblVehicleEF	SBUS	9.5680e-003	3.7440e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.2000e-005
tblVehicleEF	SBUS	9.1540e-003	3.5820e-003
tblVehicleEF	SBUS	2.6910e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	3.9000e-005
tblVehicleEF	SBUS	4.8460e-003	1.4040e-003
tblVehicleEF	SBUS	0.03	9.3180e-003
tblVehicleEF	SBUS	0.93	0.36
tblVehicleEF	SBUS	2.2980e-003	6.7500e-004

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tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.36	0.04
tblVehicleEF	SBUS	0.01	3.4880e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5900e-004	6.0000e-005
tblVehicleEF	SBUS	4.8460e-003	1.4040e-003
tblVehicleEF	SBUS	0.03	9.3180e-003
tblVehicleEF	SBUS	1.33	0.52
tblVehicleEF	SBUS	2.2980e-003	6.7500e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.39	0.04
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.4450e-003
tblVehicleEF	SBUS	0.05	5.9200e-003
tblVehicleEF	SBUS	7.71	3.04
tblVehicleEF	SBUS	0.61	0.52
tblVehicleEF	SBUS	4.73	0.68
tblVehicleEF	SBUS	1,189.12	374.76
tblVehicleEF	SBUS	1,098.11	1,104.52
tblVehicleEF	SBUS	54.55	5.66
tblVehicleEF	SBUS	9.72	3.55
tblVehicleEF	SBUS	4.05	4.35
tblVehicleEF	SBUS	8.0660e-003	3.1630e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03

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tblVehicleEF	SBUS	4.7600e-004	4.2000e-005
tblVehicleEF	SBUS	7.7170e-003	3.0260e-003
tblVehicleEF	SBUS	2.6910e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	3.9000e-005
tblVehicleEF	SBUS	8.7430e-003	2.5310e-003
tblVehicleEF	SBUS	0.03	9.8380e-003
tblVehicleEF	SBUS	0.92	0.36
tblVehicleEF	SBUS	4.2770e-003	1.2510e-003
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.30	0.03
tblVehicleEF	SBUS	0.01	3.5790e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.2900e-004	5.6000e-005
tblVehicleEF	SBUS	8.7430e-003	2.5310e-003
tblVehicleEF	SBUS	0.03	9.8380e-003
tblVehicleEF	SBUS	1.33	0.52
tblVehicleEF	SBUS	4.2770e-003	1.2510e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.33	0.04
tblVehicleEF	SBUS	0.82	0.08
tblVehicleEF	SBUS	0.01	6.3640e-003
tblVehicleEF	SBUS	0.06	7.3130e-003
tblVehicleEF	SBUS	7.98	3.13
tblVehicleEF	SBUS	0.60	0.51



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tblVehicleEF	SBUS	6.89	0.98
tblVehicleEF	SBUS	1,066.27	351.83
tblVehicleEF	SBUS	1,098.11	1,104.50
tblVehicleEF	SBUS	54.55	6.17
tblVehicleEF	SBUS	9.00	3.35
tblVehicleEF	SBUS	4.26	4.59
tblVehicleEF	SBUS	0.01	4.5460e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.2000e-005
tblVehicleEF	SBUS	0.01	4.3490e-003
tblVehicleEF	SBUS	2.6910e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	3.9000e-005
tblVehicleEF	SBUS	4.2260e-003	1.2200e-003
tblVehicleEF	SBUS	0.03	9.5110e-003
tblVehicleEF	SBUS	0.93	0.36
tblVehicleEF	SBUS	2.2070e-003	6.5000e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.37	0.04
tblVehicleEF	SBUS	0.01	3.3620e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6500e-004	6.1000e-005
tblVehicleEF	SBUS	4.2260e-003	1.2200e-003
tblVehicleEF	SBUS	0.03	9.5110e-003
tblVehicleEF	SBUS	1.34	0.52

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tblVehicleEF	SBUS	2.2070e-003	6.5000e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.41	0.05
tblVehicleEF	UBUS	1.44	3.35
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.89	26.06
tblVehicleEF	UBUS	14.42	1.47
tblVehicleEF	UBUS	1,799.80	1,617.41
tblVehicleEF	UBUS	153.89	18.02
tblVehicleEF	UBUS	4.15	0.32
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.9840e-003
tblVehicleEF	UBUS	1.4590e-003	1.6200e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.4780e-003
tblVehicleEF	UBUS	0.04	2.8400e-003
tblVehicleEF	UBUS	1.3420e-003	1.4900e-004
tblVehicleEF	UBUS	9.4280e-003	1.8880e-003
tblVehicleEF	UBUS	0.11	0.01
tblVehicleEF	UBUS	4.6810e-003	8.4400e-004
tblVehicleEF	UBUS	0.46	0.05
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.13	0.08
tblVehicleEF	UBUS	9.6700e-003	4.8660e-003
tblVehicleEF	UBUS	1.8000e-003	1.7800e-004

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tblVehicleEF	UBUS	9.4280e-003	1.8880e-003
tblVehicleEF	UBUS	0.11	0.01
tblVehicleEF	UBUS	4.6810e-003	8.4400e-004
tblVehicleEF	UBUS	1.94	3.43
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.23	0.08
tblVehicleEF	UBUS	1.44	3.35
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.95	26.06
tblVehicleEF	UBUS	12.35	1.25
tblVehicleEF	UBUS	1,799.80	1,617.41
tblVehicleEF	UBUS	153.89	17.65
tblVehicleEF	UBUS	3.87	0.31
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.9840e-003
tblVehicleEF	UBUS	1.4590e-003	1.6200e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.4780e-003
tblVehicleEF	UBUS	0.04	2.8400e-003
tblVehicleEF	UBUS	1.3420e-003	1.4900e-004
tblVehicleEF	UBUS	0.02	3.3540e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.3920e-003	1.6790e-003
tblVehicleEF	UBUS	0.47	0.05
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.03	0.07

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tblVehicleEF	UBUS	9.6710e-003	4.8660e-003
tblVehicleEF	UBUS	1.7640e-003	1.7500e-004
tblVehicleEF	UBUS	0.02	3.3540e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.3920e-003	1.6790e-003
tblVehicleEF	UBUS	1.95	3.43
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	1.12	0.08
tblVehicleEF	UBUS	1.44	3.35
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.88	26.06
tblVehicleEF	UBUS	14.60	1.46
tblVehicleEF	UBUS	1,799.80	1,617.41
tblVehicleEF	UBUS	153.89	18.00
tblVehicleEF	UBUS	4.12	0.32
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.9840e-003
tblVehicleEF	UBUS	1.4590e-003	1.6200e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.4780e-003
tblVehicleEF	UBUS	0.04	2.8400e-003
tblVehicleEF	UBUS	1.3420e-003	1.4900e-004
tblVehicleEF	UBUS	8.6090e-003	1.9290e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	4.2750e-003	8.8500e-004
tblVehicleEF	UBUS	0.46	0.05

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tblVehicleEF	UBUS	0.03	0.07
tblVehicleEF	UBUS	1.13	0.08
tblVehicleEF	UBUS	9.6700e-003	4.8660e-003
tblVehicleEF	UBUS	1.8030e-003	1.7800e-004
tblVehicleEF	UBUS	8.6090e-003	1.9290e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	4.2750e-003	8.8500e-004
tblVehicleEF	UBUS	1.94	3.43
tblVehicleEF	UBUS	0.03	0.07
tblVehicleEF	UBUS	1.24	0.08
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	0.64
tblVehicleTrips	SU_TR	1.68	0.64
tblVehicleTrips	WD_TR	1.68	0.64

## 2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
Energy	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	1,001.3216	1,001.3216	0.0391	9.5500e-003	1,005.1443
Mobile	0.8214	36.2659	6.7221	0.1471	5.4575	0.4228	5.8803	1.5341	0.4044	1.9385	0.0000	14,137.9865	14,137.9865	0.1597	0.0000	14,141.9778
Offroad	0.1113	1.1567	0.6922	2.8900e-003		0.0399	0.0399		0.0367	0.0367	0.0000	253.9608	253.9608	0.0821	0.0000	256.0142
Waste						0.0000	0.0000		0.0000	0.0000	254.2340	0.0000	254.2340	15.0248	0.0000	629.8540
Water						0.0000	0.0000		0.0000	0.0000	97.7500	1,278.2893	1,376.0393	10.0926	0.2480	1,702.2537
<b>Total</b>	<b>6.5208</b>	<b>37.5166</b>	<b>7.5486</b>	<b>0.1505</b>	<b>5.4575</b>	<b>0.4700</b>	<b>5.9275</b>	<b>1.5341</b>	<b>0.4485</b>	<b>1.9825</b>	<b>351.9840</b>	<b>16,671.6667</b>	<b>17,023.6507</b>	<b>25.3986</b>	<b>0.2575</b>	<b>17,735.3596</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
Energy	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	1,001.3216	1,001.3216	0.0391	9.5500e-003	1,005.1443
Mobile	0.8214	36.2659	6.7221	0.1471	5.4575	0.4228	5.8803	1.5341	0.4044	1.9385	0.0000	14,137.9865	14,137.9865	0.1597	0.0000	14,141.9778
Offroad	0.1113	1.1567	0.6922	2.8900e-003		0.0399	0.0399		0.0367	0.0367	0.0000	253.9608	253.9608	0.0821	0.0000	256.0142
Waste						0.0000	0.0000		0.0000	0.0000	254.2340	0.0000	254.2340	15.0248	0.0000	629.8540
Water						0.0000	0.0000		0.0000	0.0000	97.7500	1,278.2893	1,376.0393	10.0926	0.2480	1,702.2537
<b>Total</b>	<b>6.5208</b>	<b>37.5166</b>	<b>7.5486</b>	<b>0.1505</b>	<b>5.4575</b>	<b>0.4700</b>	<b>5.9275</b>	<b>1.5341</b>	<b>0.4485</b>	<b>1.9825</b>	<b>351.9840</b>	<b>16,671.6667</b>	<b>17,023.6507</b>	<b>25.3986</b>	<b>0.2575</b>	<b>17,735.3596</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	5/31/2021	5	0	



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**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 41.06**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**



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**3.2 Demolition - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8214	36.2659	6.7221	0.1471	5.4575	0.4228	5.8803	1.5341	0.4044	1.9385	0.0000	14,137.9865	14,137.9865	0.1597	0.0000	14,141.9778
Unmitigated	0.8214	36.2659	6.7221	0.1471	5.4575	0.4228	5.8803	1.5341	0.4044	1.9385	0.0000	14,137.9865	14,137.9865	0.1597	0.0000	14,141.9778

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	856.99	856.99	856.99	12,477,728	12,477,728
<b>Total</b>	<b>856.99</b>	<b>856.99</b>	<b>856.99</b>	<b>12,477,728</b>	<b>12,477,728</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	40.00	8.40	6.90	100.00	0.00	0.00	100	0	0

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**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Parking Lot	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.206500	0.000000	0.178500	0.615000	0.000000	0.000000	0.000000	0.000000	0.000000

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	899.6474	899.6474	0.0371	7.6800e-003	902.8659
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	899.6474	899.6474	0.0371	7.6800e-003	902.8659
NaturalGas Mitigated	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6743	101.6743	1.9500e-003	1.8600e-003	102.2784
NaturalGas Unmitigated	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6743	101.6743	1.9500e-003	1.8600e-003	102.2784

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.9053e+006	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6743	101.6743	1.9500e-003	1.8600e-003	102.2784
<b>Total</b>		<b>0.0103</b>	<b>0.0934</b>	<b>0.0785</b>	<b>5.6000e-004</b>		<b>7.1000e-003</b>	<b>7.1000e-003</b>		<b>7.1000e-003</b>	<b>7.1000e-003</b>	<b>0.0000</b>	<b>101.6743</b>	<b>101.6743</b>	<b>1.9500e-003</b>	<b>1.8600e-003</b>	<b>102.2784</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.9053e+006	0.0103	0.0934	0.0785	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6743	101.6743	1.9500e-003	1.8600e-003	102.2784
<b>Total</b>		<b>0.0103</b>	<b>0.0934</b>	<b>0.0785</b>	<b>5.6000e-004</b>		<b>7.1000e-003</b>	<b>7.1000e-003</b>		<b>7.1000e-003</b>	<b>7.1000e-003</b>	<b>0.0000</b>	<b>101.6743</b>	<b>101.6743</b>	<b>1.9500e-003</b>	<b>1.8600e-003</b>	<b>102.2784</b>

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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	292040	93.0502	3.8400e-003	7.9000e-004	93.3831
Unrefrigerated Warehouse-No Rail	2.53152e+006	806.5972	0.0333	6.8900e-003	809.4828
<b>Total</b>		<b>899.6474</b>	<b>0.0371</b>	<b>7.6800e-003</b>	<b>902.8659</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	292040	93.0502	3.8400e-003	7.9000e-004	93.3831
Unrefrigerated Warehouse-No Rail	2.53152e+006	806.5972	0.0333	6.8900e-003	809.4828
<b>Total</b>		<b>899.6474</b>	<b>0.0371</b>	<b>7.6800e-003</b>	<b>902.8659</b>

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**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
Unmitigated	5.5778	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157



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**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6424					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.9302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.2000e-003	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
<b>Total</b>	<b>5.5778</b>	<b>5.1000e-004</b>	<b>0.0559</b>	<b>0.0000</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.1085</b>	<b>0.1085</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.1157</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6424					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.9302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.2000e-003	5.1000e-004	0.0559	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1085	0.1085	2.9000e-004	0.0000	0.1157
<b>Total</b>	<b>5.5778</b>	<b>5.1000e-004</b>	<b>0.0559</b>	<b>0.0000</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.1085</b>	<b>0.1085</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.1157</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,376.039 3	10.0926	0.2480	1,702.253 7
Unmitigated	1,376.039 3	10.0926	0.2480	1,702.253 7

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	308.113 / 0	1,376.039 3	10.0926	0.2480	1,702.253 7
<b>Total</b>		<b>1,376.039 3</b>	<b>10.0926</b>	<b>0.2480</b>	<b>1,702.253 7</b>

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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	308.113 / 0	1,376.039 3	10.0926	0.2480	1,702.253 7
<b>Total</b>		<b>1,376.039 3</b>	<b>10.0926</b>	<b>0.2480</b>	<b>1,702.253 7</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

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**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	254.2340	15.0248	0.0000	629.8540
Unmitigated	254.2340	15.0248	0.0000	629.8540

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1252.44	254.2340	15.0248	0.0000	629.8540
<b>Total</b>		<b>254.2340</b>	<b>15.0248</b>	<b>0.0000</b>	<b>629.8540</b>

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**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1252.44	254.2340	15.0248	0.0000	629.8540
<b>Total</b>		<b>254.2340</b>	<b>15.0248</b>	<b>0.0000</b>	<b>629.8540</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	5	4.00	365	200	0.37	CNG

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**UnMitigated/Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Tractors/Loaders/Backhoes	0.1113	1.1567	0.6922	2.8900e-003		0.0399	0.0399		0.0367	0.0367	0.0000	253.9608	253.9608	0.0821	0.0000	256.0142
<b>Total</b>	<b>0.1113</b>	<b>1.1567</b>	<b>0.6922</b>	<b>2.8900e-003</b>		<b>0.0399</b>	<b>0.0399</b>		<b>0.0367</b>	<b>0.0367</b>	<b>0.0000</b>	<b>253.9608</b>	<b>253.9608</b>	<b>0.0821</b>	<b>0.0000</b>	<b>256.0142</b>

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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**APPENDIX 3.4:**  
**EMFAC 2017 OUTPUTS**





Winter	CH4_IDLEX	0	0	0	0	0.0047593	0.003804658	0.003403239	0.024605361	0.008627	0	0	0.07828	0
Winter	CH4_RUNEX	0.0020915	0.0066724	0.0036323	0.0047073	0.0048278	0.003547465	0.003397793	0.001906046	0.0062595	3.3501517	0.3163156	0.0063643	0.0032766
Winter	CH4_STREX	0.0487824	0.0805792	0.0687218	0.0853755	0.0145567	0.008528518	0.00851031	1.52512E-07	0.0236848	0.0193934	0.2415612	0.0073135	0
Winter	CO_IDLEX	0	0	0	0	0.170737	0.132367715	0.421718191	8.127235494	0.5043123	0	0	3.1308526	0
Winter	CO_RUNEX	0.5747453	1.3424474	0.8396113	0.9795091	0.6553122	0.483748656	0.358914553	0.207284137	0.7158608	26.058007	18.797255	0.5112608	0.3312428
Winter	CO_STREX	2.1061362	2.392733	2.7076271	3.1738768	0.9302569	0.542835086	0.994190522	0.002719541	2.5350771	1.4569531	8.513581	0.9814253	0
Winter	CO2_NBIO_IDLEX	0	0	0	0	9.3776146	14.76607318	71.45386491	1435.726389	71.200313	0	0	351.82656	0
Winter	CO2_NBIO_RUNEX	251.86213	300.77659	319.56537	400.61488	632.12463	631.1123978	972.6400467	1302.973393	1371.0342	1617.4086	207.43365	1104.5027	934.95081
Winter	CO2_NBIO_STREX	53.221057	64.826424	69.044789	85.898116	10.366261	7.16774278	8.297203395	0.022029682	20.604013	18.001613	60.333867	6.166576	0
Winter	NOX_IDLEX	0	0	0	0	0.0819015	0.119466641	0.563937411	7.684374897	0.3346491	0	0	3.3509826	0
Winter	NOX_RUNEX	0.0336961	0.1205696	0.075195	0.0993228	1.4383317	1.592011933	1.536288298	2.541683794	1.1975503	0.3169249	1.1177884	4.5868991	4.2490061
Winter	NOX_STREX <sup>3</sup>	0.1766698	0.2812641	0.2804573	0.3585435	0.2973477	0.184841124	1.380490767	2.168589738	0.6629623	0.179725	0.2619826	0.7532786	0
Winter	PM10_IDLEX	0	0	0	0	0.0009791	0.001448469	0.001753533	0.00392244	0.0007188	0	0	0.0045457	0
Winter	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.089180026	0.130340037	0.060831034	0.13034	0.0878825	0.01176	0.7448002	0.13034
Winter	PM10_PMTW	0.008	0.008	0.008	0.008	0.0100156	0.010851997	0.012000003	0.035467277	0.012	0.0219127	0.004	0.0106008	0.016
Winter	PM10_RUNEX	0.0013737	0.0020964	0.0014268	0.0014933	0.0104672	0.013547787	0.045037982	0.033329147	0.0172326	0.0029836	0.0018042	0.0272604	0.1391575
Winter	PM10_STREX	0.0018359	0.002732	0.0018753	0.0019526	0.0002227	0.000109708	9.51357E-05	3.07502E-07	0.0001937	0.0001617	0.0028472	4.196E-05	0
Winter	PM25_IDLEX	0	0	0	0	0.0009367	0.001385809	0.001677676	0.003752757	0.0006877	0	0	0.004349	0
Winter	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.038220011	0.055860016	0.026070443	0.05586	0.0376639	0.00504	0.3192001	0.05586
Winter	PM25_PMTW	0.002	0.002	0.002	0.002	0.0025039	0.002712999	0.003000001	0.008866819	0.003	0.0054782	0.001	0.0026502	0.004
Winter	PM25_RUNEX	0.0012655	0.0019294	0.0013133	0.0013773	0.0099949	0.012952022	0.043086186	0.031887336	0.0164734	0.0028395	0.001687	0.0260711	0.1331376
Winter	PM25_STREX	0.0016881	0.0025121	0.0017244	0.0017956	0.0002048	0.000100873	8.74738E-05	2.82737E-07	0.0001781	0.0001487	0.0026792	3.858E-05	0
Winter	ROG_DIURN	0.0529162	0.1738684	0.0835297	0.1001343	0.0026632	0.001255809	0.000520787	1.66009E-06	0.0023786	0.0019295	1.5903864	0.0012196	0
Winter	ROG_HTSK	0.102621	0.2771126	0.1420345	0.1731745	0.0865167	0.044392712	0.02075017	6.68739E-05	0.0252386	0.0133762	1.03287	0.0095108	0
Winter	ROG_IDLEX	0	0	0	0	0.0203483	0.015826332	0.019557898	0.529746686	0.0477574	0	0	0.3629932	0
Winter	ROG_RESTL	0.0424847	0.118153	0.0723596	0.0934929	0.001358	0.000680064	0.000274554	1.0549E-06	0.0010721	0.000885	0.7327931	0.0006497	0
Winter	ROG_RUNEX	0.0079078	0.0292057	0.0146301	0.0195868	0.0564549	0.057349211	0.053448632	0.040800662	0.0492296	0.0536711	2.1314623	0.0919629	0.0705425
Winter	ROG_RUNLS	0.2297926	0.927046	0.4890313	0.5547477	0.5082916	0.251435543	0.106705347	0.000291515	0.2788683	0.0689118	2.0706985	0.0694502	0
Winter	ROG_STREX	0.2127976	0.4050984	0.3145188	0.416756	0.0720615	0.041736737	0.045401006	7.81824E-07	0.1223817	0.0755289	1.8229159	0.0420944	0
Winter	SO2_IDLEX	0	0	0	0	9.063E-05	0.000140979	0.000677497	0.013564031	0.0006793	0	0	0.003362	0
Winter	SO2_RUNEX	0.0024915	0.0029764	0.0031616	0.0039608	0.0061483	0.006080687	0.0092615	0.012309997	0.0133293	0.0048656	0.0020527	0.0105737	0.0088386
Winter	SO2_STREX	0.0005267	0.0006415	0.0006833	0.00085	0.0001026	7.09306E-05	8.21076E-05	2.18002E-07	0.0002039	0.0001781	0.0005971	6.102E-05	0
Winter	TOG_DIURN	0.052932	0.1739205	0.0835548	0.1001643	0.0026632	0.001255809	0.000520787	1.66009E-06	0.0023786	0.0019295	1.5903864	0.0012196	0
Winter	TOG_HTSK	0.1026517	0.2771958	0.1420771	0.1732265	0.0865167	0.044392712	0.02075017	6.68739E-05	0.0252386	0.0133762	1.03287	0.0095108	0
Winter	TOG_IDLEX	0	0	0	0	0.0284265	0.021226928	0.025984929	0.603076277	0.0636815	0	0	0.5228815	0
Winter	TOG_RESTL	0.0424975	0.1181884	0.0723813	0.0935209	0.001358	0.000680064	0.000274554	1.0549E-06	0.0010721	0.000885	0.7327931	0.0006497	0
Winter	TOG_RUNEX	0.0115	0.0425922	0.0213174	0.0284611	0.0685328	0.066819299	0.062646508	0.046470476	0.0636966	3.4255307	2.6297037	0.1089281	0.0803079
Winter	TOG_RUNLS	0.2298616	0.9273241	0.489178	0.5549142	0.5082916	0.251435543	0.106705347	0.000291515	0.2788683	0.0689118	2.0706985	0.0694502	0
Winter	TOG_STREX	0.2330789	0.4437074	0.3444955	0.4564732	0.0788983	0.045696473	0.049708387	8.55999E-07	0.1339925	0.0826946	1.9838052	0.0460881	0

1 Source: California Air Resources Board. EMFAC2017 Web Database. <https://www.arb.ca.gov/emfac/2017/>; California Air Pollution Control Officers Association (CAPCOA). 2017, November. California Emissions Estimator Model User's Guide, Version 2016.3.2, Appendix A.

2 Unless otherwise noted, per CalEEMod methodology, the calculated CalEEMod emission rates are derived from the emission rates obtained using the EMFAC2017 Web Database for the County of Riverside region.

3 Because EMFAC2017 provides vehicle trips data for MHD and HHDT diesel trucks, the formula provided in Appendix A of the CalEEMod User's Guide in calculating the NO<sub>x</sub> STREX emission rates are utilized.

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