

Appendix C

Air Quality / Greenhouse Gas / Energy
Analysis Report

**Air Quality and Greenhouse Gas/Energy Analysis Report
Carleton Acres Specific Plan
City of Visalia, California**

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ACRONYMS AND ABBREVIATIONS

| | |
|--------------------------|---|
| $\mu\text{g}/\text{m}^3$ | micrograms per cubic meter |
| AB | Assembly Bill |
| AQMP | Air Quality Management Plan |
| ARB | California Air Resources Board |
| BAU | Business as Usual |
| CalEEMod | California Emissions Estimator Model |
| CAP | Climate Action Plan |
| CAPCOA | California Air Pollution Control Officers Association |
| CEQA | California Environmental Quality Act |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| COG | Council of Governments |
| District | San Joaquin Valley Air Pollution Control District |
| DPM | diesel particulate matter |
| EMFAC | EMission FACTors Model |
| EPA | United States Environmental Protection Agency |
| GAMAQI | Guidance for Assessing and Mitigating Air Quality Impacts |
| GHG Rx | Greenhouse Gas Reduction Exchange |
| GHG(s) | greenhouse gas(es) |
| HAP | hazardous air pollutant |
| HRA | health risk assessment |
| IPCC | United Nations Intergovernmental Panel on Climate Change |
| MAQC | Mitchell Air Quality Consulting |
| MMTCO _{2e} | million metric tons of carbon dioxide equivalent |
| MPO | Metropolitan Planning Organization |
| MTCO _{2e} | metric tons of carbon dioxide equivalent |
| NO _x | nitrogen oxides |
| PG&E | Pacific Gas & Electric |
| PM ₁₀ | particulate matter less than 10 microns in diameter |
| PM _{2.5} | particulate matter less than 2.5 microns in diameter |
| ppb | parts per billion |
| ppm | parts per million |
| ROG | reactive organic gases |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |
| SCE | Southern California Edison |

| | |
|-----------------|---|
| SJVAPCD | San Joaquin Valley Air Pollution Control District |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SoCalGas | Southern California Gas Company |
| SO _x | sulfur oxides |
| TCAG | Tulare County Association of Governments |
| VOC | volatile organic compounds |

SECTION 1: EXECUTIVE SUMMARY

1.1—Purpose and Methods of Analysis

The following air quality and greenhouse gas (GHG) and energy analyses were prepared to evaluate whether the estimated criteria air pollutants, toxic air contaminants (TACs), and GHG emissions generated from the Carleton Acres Specific Plan (project) would cause significant impacts to air resources in the project area. This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD or District) for quantification of emissions and evaluation of potential impacts to air resources (SJVAPCD 2015a), and the SJVAPCD's Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009). An energy analysis was prepared to satisfy the requirements of CEQA Guidelines Appendix F: Energy Conservation.

1.2—Project Description

1.2.1 - Project Location and Surrounding Land Use

The project is located on approximately 507 acres in the northern area of the City of Visalia, California and is generally bound by W. Riggan Avenue to the south, N. Akers Street to the east, N. Shirk Road to the west, and Avenue 320 (W. Kibler Avenue) to the north. The site comprises two parcels: Assessor's Parcel Number (APN) 077-100-088 and APN 077-100-105. APN 077-100-088 consists of approximately 478 acres and is within an unincorporated area of Tulare County, while APN 077-100-105 consists of approximately 29.3 acres and is within the Visalia city limits. The entire site is within the Urban Growth Boundary (UGB) and Sphere of Influence (SOI) of the City of Visalia, and the site has historically been used for agricultural purposes. However, the site has been designated by the City's General Plan for residential, commercial, public/institutional, and park/recreation uses.

The project site is located in a developing area of the City of Visalia. Currently, Ridgeview Middle School is located adjacent to and west of Akers Street and would abut the proposed project site. In addition, the City is currently planning a new high school that will be constructed adjacent to and west of Ridgeview Middle School and would be surrounded by the proposed project to the north, west, and south.

The project's regional vicinity location and conceptual site plan are included as part of Appendix A.

1.2.1 - Project Description

The project applicant is proposing a Specific Plan to develop approximately 507-acres of land into a mixed-use development. The project will feature a variety of uses including single-family residential, multi-family housing, commercial, educational, and parks/trails facilities. The project is proposed to be built out in two phases, as identified in Table 1.

Table 1: Summary of Proposed Land Uses

| Development | Total Acreage | Park/Rec Acreage* | Number of Units | Proposed Density |
|---|---------------|-------------------|-----------------|------------------|
| Phase 1 | | | | |
| High Density Residential (APN: 077-100-088) | 9.7 | 0 | 146 | ~15 units/acre |
| High Density Residential (APN: 077-100-105) | 29.3 | 0.8 | 440 | ~15 units/acre |
| Medium Density Residential | 9.1 | 0.1 | 91 | ~10 units/acre |
| Low Density Residential | 100.9 | 2.6 | 505 | ~5 units/acre |
| Commercial Mixed Use | 28.7 | — | N/A | — |
| Phase 1 Total | 177.7 | 3.5 | 1,182 | — |
| Phase 2 | | | | |
| High Density Residential | 21.7 | 0.2 | 326 | ~ 15 units/acre |
| Medium Density Residential | 66.7 | 3.4 | 667 | ~10 units/acre |
| Low Density Residential | 204.5 | 9.0 | 1,022 | ~5 units/acre |
| Commercial Neighborhood | 6.4 | 0.3 | N/A | — |
| Basin | 17.3 | — | N/A | — |
| Public/Institutional (or LDR)*** | 13.0 | 0.9 | N/A (or 65) | ~5 units/acre** |
| Phase 2 Total | 329.6 | 13.8 | 2,080** | — |
| Phases 1 and 2 | | | | |
| Total for Both Phases | 507.3 | 17.3 | 3,262** | — |
| Notes: | | | | |
| The number of proposed units for low-density residential portion of the development may be lower than 1,527 units depending on final configuration of the lots. | | | | |
| * Park/Recreation acreage is included within each land use designation's "total acreage." | | | | |
| ** Includes 65 units of low-density residential in place of the 13.0-acre elementary school. | | | | |

Although the exact timing of construction and buildout will be determined by market conditions, the project applicant, and the City, it is anticipated that the project would be built out over a 15-year period with approximately 100 low-density residential units per year on average with the remaining buildout to be determined by demand. The project is proposed to be generally built out in two phases, as described below.

Phase 1

Phase 1 includes all of APN 077-100-105 (29.3 acres) and a portion of APN 077-100-088 (150 acres). For APN 077-100-105, the site is within the Tier 1 boundary and is currently designated by the City's General Plan for High Density Residential. The project intends to retain this land use designation and to develop the site as 29.3 acres of High Density Residential (440 units).

For APN 077-100-088, Phase 1 development includes only the southern portion of the parcel (approximately 150 acres) and is included in the Tier 2 boundary. This portion is proposed to be developed with a variety of uses, as follows:

- 9.7 acres of High Density Residential (146 units)
- 9.1 acres of Medium Density Residential (91 units)
- 100.9 acres of Low Density Residential (up to 505 units)
- 28.7 acres of Commercial Mixed Use

For APN 077-100-088, the Low Density Residential portion will be built first.

Phase 2

Phase 2 includes the northern 329 acres of APN 077-100-088 and is within the Tier 3 boundary. This portion is proposed to be developed with a variety of uses as follows:

- 21.7 acres of High Density Residential (326 units)
- 66.7 acres of Medium Density Residential (667 units)
- 204.5 acres of Low Density Residential (up to 1,022 units) Commercial Neighborhood
- 17.3 acres of Basin
- 13.0 acres of Public/Institutional (or 65 units of low density residential in place of the 13.0 acre elementary school)

It is anticipated that Phase 2 would begin construction once the low-density residential of Phase 1 is at 60 percent completion.

1.3—Summary of Analysis Results

The following is a summary of the analysis results. As shown below, the project would result in significant impacts for air quality impacts and less than significant for the GHG and energy impact criteria analyzed.

Impact AIR-1: The project would conflict with or obstruct implementation of the applicable air quality plan. **Significant and unavoidable impact.**

Impact AIR-2: The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? **Significant and unavoidable impact.**

- Impact AIR-3:** The project could expose sensitive receptors to substantial pollutant concentrations. **Significant and unavoidable impact.**
- Impact AIR-4:** The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **Less than significant impact.**
- Impact GHG-1:** The project would not generate direct or indirect greenhouse gas emissions that would result in a significant impact on the environment. **Less than significant impact.**
- Impact GHG-2:** The project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases. **Less than significant impact.**
- Impact ENERGY-1:** The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. **Less than significant impact.**
- Impact ENERGY-2:** The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **Less than significant impact.**

1.4—Standard Conditions and Mitigation Measures Applied to the Project

The following standard conditions are required by existing regulation:

- SC AIR-1** New development under the proposed Specific Plan would include installation of on-site charging units for electric vehicles. Plans for on-site electric vehicle charging shall demonstrate that proposed development projects would meet or exceed electric vehicle parking provisions required by California Green Building Standards.
- SC AIR-2** Individual commercial projects subject to SJVAPCD Rule 9401 – Employee Trip Reduction, shall comply with this rule. Compliance with SJVAPCD 9401 will promote trip reductions through the use of strategies that may include, but are not limited to:
- Employee carpool/ride sharing program.
 - Flex scheduling/compressed scheduling.
 - Posting information about public transit, bicycling, and pedestrian facilities and programs in public areas and in employee breakrooms.
 - Promote available websites providing transportation options for residents and businesses.
 - Create and distribute a “new resident” or “new tenant” information packet addressing alternative modes of transportation for residential residents and commercial employees.
 - Providing incentives for carpooling/ride sharing, transit ridership, bicycling, walking, and other forms of non-single occupant vehicle travel.
 - Providing employee lockers.
 - Providing preferential parking for carpool/ride share vehicles.
 - Providing bicycle storage facilities in convenient and secure locations.

Implement the following mitigation measures:

MM AIR-2a The following measure shall be applied to all development under the proposed Specific Plan to reduce emissions from construction.

Before a construction permit is issued for the proposed project, the project applicant, project sponsor, or construction contractor shall submit provide reasonably detailed compliance with the following requirements to the City of Visalia Planning Department:

- Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet either EPA or ARB Tier 4 Final off-road emission standards except as otherwise specified herein. If engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment that is commercially available. For purposes of this mitigation measure, “commercially available” shall mean the equipment at issue is available taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. If the relevant equipment is determined by the project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.

MM AIR-2b The following measure shall be applied to all development under the proposed Specific Plan during construction to facilitate the use of electric landscaping equipment during project operations:

- Provide electrical outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.

MM AIR-3a Prior to future discretionary approval for commercial or commercial mixed-use projects, the City of Visalia shall evaluate potential health risk impacts from new development proposals for any individual development projects within 1,000 feet of an existing or planned sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit the following to the City of Visalia’s Planning Division:

- A Health Risk Prioritization Screening Analysis or a Health Risk Assessment (HRA) for the project’s potential to expose sensitive receptors to elevated levels of TACs during project construction and operations prepared in accordance with SJVAPCD guidance. If the HRA shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is

considered, the project applicant shall be required to identify and incorporate commercially feasible mitigation including appropriate enforcement mechanisms to reduce risks to an acceptable level.

SECTION 2: AIR QUALITY SETTING

2.1—Environmental Setting

Air quality impacts are both local and regional. Regional and local air quality is impacted by topography, dominant airflows, atmospheric inversions, location, and season. The project is located in the San Joaquin Valley Air Basin (Air Basin), which experiences some of the most challenging environmental conditions for air quality in the nation. The following section describes these conditions as they pertain to the Air Basin. The information in this section is primarily from the SJVAPCD's GAMAQI (SJVAPCD 2015a).

2.1.1 - San Joaquin Valley Air Basin

Topography

The topography of a region is important for air quality because mountains can block airflow that would help disperse pollutants, and can channel air from upwind areas that transports pollutants to downwind areas. The SJVAPCD covers the entirety of the Air Basin. The Air Basin is generally shaped like a bowl. It is open in the north and is surrounded by mountain ranges on all other sides. The Sierra Nevada mountains are along the eastern boundary (8,000 to 14,000 feet in elevation), the Coast Ranges are along the western boundary (3,000 feet in elevation), and the Tehachapi Mountains are along the southern boundary (6,000 to 8,000 feet in elevation).

Climate

The climate is important for air quality because of differences in the atmosphere's ability to trap pollutants close to the ground, which creates adverse air quality; inversely, the atmosphere's ability to rapidly disperse pollutants over a wide area prevents high concentrations from accumulating under different climatic conditions. The Air Basin has an "inland Mediterranean" climate and is characterized by long, hot, dry summers and short, foggy winters. Sunlight can be a catalyst in the formation of some air pollutants (such as ozone); the Air Basin averages over 260 sunny days per year.

Inversion layers are significant in determining pollutant concentrations. Concentration levels can be related to the amount of mixing space below the inversion. Temperature inversions that occur on the summer days are usually encountered 2,000 to 2,500 feet above the valley floor. In winter months, overnight inversions occur 500 to 1,500 feet above the valley floor.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the Air Basin form natural horizontal barriers to the dispersion of air contaminants. The wind generally flows south-southeast through the valley, through the Tehachapi Pass and into the Mojave Desert Air Basin portion of Kern County. As the wind moves through the Air Basin, it mixes with the air pollution generated locally, generally transporting air pollutants from the north to the south in the summer and in a reverse flow in the winter.

The winds and unstable air conditions experienced during the passage of winter storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure

and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong, low-level temperature inversions and very stable air conditions, which can lead to Tule fog. Wintertime conditions favorable to fog formation are also conditions favorable to high concentrations of PM_{2.5} and PM₁₀.

2.2—Regulatory Setting

Air pollutants are regulated to protect human health and for secondary effects such as visibility and building soiling. The Clean Air Act of 1970 tasks the United States Environmental Protection Agency (EPA) with setting air quality standards. The State of California also sets air quality standards, which are in some cases more stringent than federal standards, in addition to addressing additional pollutants. The following section describes these federal and state standards and the health effects of the regulated pollutants.

2.2.1 - Clean Air Act

Congress established much of the basic structure of the Clean Air Act (CAA) in 1970, and made major revisions in 1977 and 1990. Six common air pollutants (also known as criteria pollutants) are addressed in the CAA: particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. The EPA labels these pollutants as criteria air pollutants because they are regulated by developing human health-based and/or environmentally based criteria (science-based guidelines), which sets permissible levels. The set of limits based on human health are called primary standards. Another set of limits intended to prevent environmental and property damage are called secondary standards (EPA 2014). The federal standards are called National Ambient Air Quality Standards (NAAQS). The air quality standards provide benchmarks for determining whether air quality is healthy at specific locations and whether development activities will cause or contribute to a violation of the standards. The criteria pollutants are:

- Ozone
- Nitrogen dioxide (NO₂)
- Lead
- Particulate matter (PM₁₀ and PM_{2.5})
- Carbon monoxide (CO)
- Sulfur dioxide

The federal standards were set to protect public health, including that of sensitive individuals; thus, the EPA is tasked with updating the standards as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health (ARB 2016).

2.2.2 - California Clean Air Act

The California Legislature enacted the California Clean Air Act (CCAA) in 1988 to address air quality issues of concern not adequately addressed by the federal CAA at the time. California's air quality problems were and continue to be some of the most severe in the nation, and required additional actions beyond the federal mandates. The California Air Resources Board (ARB) administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the CCAA. The 10 state air pollutants are the six federal standards listed above as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The EPA authorized California to adopt its

own regulations for motor vehicles and other sources that are more stringent than similar federal regulations implementing the CAA.

2.2.3 - Toxic Air Contaminants

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. There are no ambient air quality standards for TAC emissions. TACs are regulated in terms of health risks to individuals and populations exposed to the pollutants. The 1990 Clean Air Act Amendments significantly expanded the EPA's authority to regulate hazardous air pollutants (HAP). Section 112 of the Clean Air Act lists 187 hazardous air pollutants to be regulated by source category. Authority to regulate these pollutants was delegated to individual states. ARB and local air districts regulate TACs and HAPs in California.

2.2.4 - Air Pollutant Description and Health Effects

The federal and state ambient air quality standards, relevant effects, properties, and sources of the pollutants are summarized in Table 2.

Table 2: Description of Air Pollutants

| Air Pollutant | Averaging Time | California Standard | Federal Standard ^a | Most Relevant Effects from Pollutant Exposure | Properties | Sources | | | | | | | | | | | | | | | | |
|--|----------------|---------------------|-------------------------------|--|--|--|--|--------|----------|-----------|--|--|--|--------|-----------|-----------|--|--------|----------|-----------|---|--|
| Ozone | 1 Hour | 0.09 ppm | — | Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage. | Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), NO _x , and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind. | Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO _x) are mobile sources (on-road and off-road vehicle exhaust). | | | | | | | | | | | | | | | | |
| | 8 Hour | 0.070 ppm | 0.070 ppm ^f | | | | Carbon monoxide (CO) | 1 Hour | 20 ppm | 35 ppm | Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death. | CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood. | CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources. | 8 Hour | 9.0 ppm | 9 ppm | Nitrogen dioxide ^b (NO ₂) | 1 Hour | 0.18 ppm | 0.100 ppm | Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses. | During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO _x (NO, NO ₂ , NO ₃ , N ₂ O, N ₂ O ₃ , N ₂ O ₄ , and N ₂ O ₅). NO _x is a precursor to ozone, PM ₁₀ , and PM _{2.5} formation. NO _x can react with compounds to form nitric acid and related small particles and result in PM-related health effects. |
| Carbon monoxide (CO) | 1 Hour | 20 ppm | 35 ppm | Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death. | CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood. | CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources. | | | | | | | | | | | | | | | | |
| | 8 Hour | 9.0 ppm | 9 ppm | | | | Nitrogen dioxide ^b (NO ₂) | 1 Hour | 0.18 ppm | 0.100 ppm | Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses. | During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO _x (NO, NO ₂ , NO ₃ , N ₂ O, N ₂ O ₃ , N ₂ O ₄ , and N ₂ O ₅). NO _x is a precursor to ozone, PM ₁₀ , and PM _{2.5} formation. NO _x can react with compounds to form nitric acid and related small particles and result in PM-related health effects. | NO _x is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide (NO ₂) forms quickly from NO _x emissions. NO ₂ concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations. | Annual | 0.030 ppm | 0.053 ppm | | | | | | |
| Nitrogen dioxide ^b (NO ₂) | 1 Hour | 0.18 ppm | 0.100 ppm | Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses. | During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO _x (NO, NO ₂ , NO ₃ , N ₂ O, N ₂ O ₃ , N ₂ O ₄ , and N ₂ O ₅). NO _x is a precursor to ozone, PM ₁₀ , and PM _{2.5} formation. NO _x can react with compounds to form nitric acid and related small particles and result in PM-related health effects. | NO _x is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide (NO ₂) forms quickly from NO _x emissions. NO ₂ concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations. | | | | | | | | | | | | | | | | |
| | Annual | 0.030 ppm | 0.053 ppm | | | | | | | | | | | | | | | | | | | |

Table 2 (cont.): Description of Air Pollutants

| Air Pollutant | Averaging Time | California Standard | Federal Standard ^a | Most Relevant Effects from Pollutant Exposure | Properties | Sources |
|--|----------------|-----------------------------|-------------------------------|--|--|---|
| Sulfur dioxide ^c (SO ₂) | 1 Hour | 0.25 ppm | 0.075 ppm | Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor. | Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 ppm, the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO _x) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM ₁₀ . | Human-caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethylsulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards. |
| | 3 Hour | — | 0.5 ppm | | | |
| | 24 Hour | 0.04 ppm | 0.14 (for certain areas) | | | |
| | Annual | — | 0.030 ppm (for certain areas) | | | |
| Particulate matter (PM ₁₀) | 24 Hour | 50 µg/m ³ | 150 µg/m ³ | <ul style="list-style-type: none"> Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravates existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death. | Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM ₁₀ refers to particulate matter that is between 2.5 and 10 microns in diameter (1 micron is one-millionth of a meter). PM _{2.5} refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair. | Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal; and recycling. Mobile or transportation-related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere. |
| | Mean | 20 µg/m ³ | — | | | |
| Particulate matter (PM _{2.5}) | 24 Hour | — | 35 µg/m ³ | | | |
| | Annual | 12 µg/m ³ | 12.0 µg/m ³ | | | |
| Visibility-reducing particles | 8 Hour | See note below ^d | | | | |

Table 2 (cont.): Description of Air Pollutants

| Air Pollutant | Averaging Time | California Standard | Federal Standard ^a | Most Relevant Effects from Pollutant Exposure | Properties | Sources |
|-----------------------------|-------------------------|-----------------------|-------------------------------|--|--|---|
| Sulfates | 24 Hour | 25 µg/m ³ | — | (a) Decrease in ventilatory function; (b) aggravation of asthmatic symptoms; (c) aggravation of cardio-pulmonary disease; (d) vegetation damage; (e) degradation of visibility; (f) property damage. | The sulfate ion is a polyatomic anion with the empirical formula SO ₄ ²⁻ . Sulfates occur in combination with metal and/or hydrogen ions. Many sulfates are soluble in water. | Sulfates are particulates formed through the photochemical oxidation of sulfur dioxide. In California, the main source of sulfur compounds is combustion of gasoline and diesel fuel. |
| Lead ^e | 30-day | 1.5 µg/m ³ | — | Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction, behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQ. | Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. Leaded gasoline was used in motor vehicles until around 1970. Lead concentrations have not exceeded state or federal standards at any monitoring station since 1982. | Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering. |
| | Quarter | — | 1.5 µg/m ³ | | | |
| | Rolling 3-month average | — | 0.15 µg/m ³ | | | |
| Vinyl chloride ^e | 24 Hour | 0.01 ppm | — | Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Epidemiological studies of occupationally exposed workers have linked vinyl chloride exposure to development of a rare cancer, liver angiosarcoma, and have suggested a relationship between exposure and lung and brain cancers. | Vinyl chloride, or chloroethene, is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. In 1990, ARB identified vinyl chloride as a toxic air contaminant and estimated a cancer unit risk factor. | Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products, including pipes, wire and cable coatings, and packaging materials. It can be formed when plastics containing these substances are left to decompose in solid waste landfills. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites. |
| Hydrogen sulfide | 1 Hour | 0.03 ppm | — | High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and respiratory tract and cause | Hydrogen sulfide (H ₂ S) is a flammable, colorless, poisonous gas that smells like rotten eggs. | Manure, storage tanks, ponds, anaerobic lagoons, and land application sites are the primary sources of hydrogen sulfide. |

Table 2 (cont.): Description of Air Pollutants

| Air Pollutant | Averaging Time | California Standard | Federal Standard ^a | Most Relevant Effects from Pollutant Exposure | Properties | Sources |
|----------------------------------|----------------|--|-------------------------------|---|--|--|
| | | | | headache, nausea, vomiting, and cough. Long exposure can cause pulmonary edema. | | Anthropogenic sources include the combustion of sulfur-containing fuels (oil and coal). |
| Volatile organic compounds (VOC) | | There are no state or federal standards for VOCs because they are not classified as criteria pollutants. | | Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, the kidneys, and the central nervous system. Many VOCs have been classified as toxic air contaminants. | Reactive organic gases (ROG), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROG and VOCs, the two terms are often used interchangeably. | Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM ₁₀ and lower visibility. |
| Diesel particulate matter (DPM) | | There are no ambient air quality standards for DPM. | | Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly | DPM is a source of PM _{2.5} —diesel particles are typically 2.5 microns and smaller. Diesel exhaust is a complex mixture of thousands of particles and gases that is produced when an engine burns diesel fuel. Organic compounds account for 80 percent of the total particulate matter mass, which consists of compounds such as hydrocarbons and their derivatives, and polycyclic aromatic hydrocarbons and their derivatives. Fifteen polycyclic aromatic hydrocarbons are | Diesel exhaust is a major source of ambient particulate matter pollution in urban environments. Typically, the main source of DPM is from combustion of diesel fuel in diesel-powered engines. Such engines are in on-road vehicles such as diesel trucks, off-road construction vehicles, diesel electrical generators, and various pieces of stationary construction equipment. |

Table 2 (cont.): Description of Air Pollutants

| Air Pollutant | Averaging Time | California Standard | Federal Standard ^a | Most Relevant Effects from Pollutant Exposure | Properties | Sources |
|---|----------------|---------------------|-------------------------------|---|---|---------|
| | | | | attributed to diesel exhaust exposure. | confirmed carcinogens, a number of which are found in diesel exhaust. | |
| <p>Notes:</p> <p>ppm = parts per million (concentration) $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter Annual = Annual Arithmetic Mean 30-day = 30-day average Quarter = Calendar quarter</p> <p>^a Federal standard refers to the primary national ambient air quality standard, or the levels of air quality necessary, with an adequate margin of safety to protect the public health. All standards listed are primary standards except for 3 Hour SO₂, which is a secondary standard. A secondary standard is the level of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.</p> <p>^b To attain the 1-hour NO₂ national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb) (0.100 ppm).</p> <p>^c On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.</p> <p>^d Visibility-reducing particles: In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.</p> <p>^e The ARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.</p> <p>^f The EPA Administrator approved a revised 8-hour ozone standard of 0.07 ppb on October 1, 2015. The new standard went into effect 60 days after publication of the Final Rule in the Federal Register. The Final Rule was published in the Federal Register on October 26, 2015 and became effective on December 28, 2015.</p> <p>Source of effects, properties, and sources: South Coast Air Quality Management District 2007; California Environmental Protection Agency 2002; U.S. Environmental Protection Agency 2003, 2009, 2010a, 2011, 2012, 2018a, 2018b, 2019, and 2020; National Toxicology Program 2016.</p> <p>Source of standards: California Air Resources Board 2013a, 2016,</p> | | | | | | |

Several pollutants listed in Table 2 are not addressed in this analysis. Analysis of lead, hydrogen sulfide, sulfates, and vinyl chloride are not included in this report because no new sources of these pollutant emissions are anticipated with the project. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed as PM₁₀ and PM_{2.5}.

Toxic Air Contaminants Health Effects

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. There are no ambient air quality standards for TAC emissions. TACs are regulated in terms of health risks to individuals and populations exposed to the pollutants. The 1990 Clean Air Act Amendments significantly expanded the EPA's authority to regulate hazardous air pollutants. Section 112 of the Clean Air Act lists 187 hazardous air pollutants to be regulated by source category. Authority to regulate these pollutants was delegated to individual states. ARB and local air districts regulate TACs and hazardous air pollutants in California.

Exposures to TACs emissions can have both chronic long-term (over a year or longer) and acute short-term (over a period of hours) health impacts. The TACs of greatest concern are those that cause serious health problems or affect many people. Health problems can include cancer, respiratory irritation, nervous system problems, and birth defects. Some health problems occur very soon after a person inhales a TAC. These immediate effects may be minor, such as watery eyes, or they may be serious, such as life-threatening lung damage. Other health problems may not appear until many months or years after a person's first exposure to the TAC. Cancer is one example of a delayed health problem.

The California Almanac of Emissions and Air Quality—2009 Edition (ARB 2009b) presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data. The ten TACs are acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

DPM

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program (ARB 1998) demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increased risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause a cough, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM differs from other TACs in that it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on: engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other

TACs, however, no ambient monitoring data are available for DPM because no routine measurement method currently exists. The ARB has made preliminary concentration estimates based on a DPM exposure method. This method uses the ARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of DPM.

Health risks attributable to the top 10 TACs listed above are available from the ARB as part of its California Almanac of Emissions and Air Quality. As shown therein for data collected at air monitoring stations in urban areas of the San Joaquin Valley Air Basin, cancer risks attributable to all of the listed TACs above with the exception of DPM have declined about 70 percent from the mid-1990s to 2007. Risks associated with DPM emissions are provided only for the year 2000 and have not been updated in the Almanac. Although more recent editions of the Almanac do not provide estimated risk, they do provide emission inventories for DPM for later years. The 2013 Almanac provides emission inventory trends for DPM from 2000 through 2035. The same Almanac reports that DPM emissions were reduced in the SJVAB from 16 tons per day in 2000 to 11 tons per day in 2010, a 31 percent decrease. DPM emissions in the San Joaquin Valley are projected to decrease to 6 tons per day by 2015, a 62 percent reduction from year 2000 levels. ARB predicts a reduction to three tons per day by 2035, which would be an 81 percent reduction from year 2000 levels. Continued implementation of the ARB's Diesel Risk Reduction Plan is expected to provide continued reductions in DPM well into the future (ARB 2013b).

Benzene

Out of the toxic compounds emitted from gasoline stations, benzene, ethylbenzene, and naphthalene have cancer toxicity values. However, benzene is the TAC which drives the risk, accounting for 85 percent of cancer risk from gasoline vapors. Furthermore, benzene constitutes more than three to four times the weight of gasoline than ethylbenzene and naphthalene, respectively (SCAQMD 2015). Therefore, ethylbenzene and naphthalene have not been modeled and are instead considered significant in the case that benzene emissions are significant. Additionally, there are substances emitted from gasoline stations, such as toluene and xylene which possess acute adverse health effects (though not cancer risk). However, it is not until the benzene concentrations are more than two orders of magnitude above 10 in one million that the emissions of toluene and xylene begin to cause adverse health effects (CAPCOA 1997). Therefore, toluene and xylene emissions have not been modeled and are instead considered significant in the case that benzene concentrations are identified at two orders of magnitude above 10 in one million cancer risk.

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States. Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally

occurring asbestos can occur during soil-disturbing activities in areas with deposits present. No naturally occurring asbestos is located near the project site.

2.3—Existing Air Quality Conditions

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the project area. Table 3 summarizes the 2018 through 2020 published monitoring data. Data was obtained from the closest air monitoring station with data available. The table displays data from the Visalia–N. Church Street monitoring station (located approximately 3.69 miles southeast of the project site). The data shows that during the past few years, the project area has exceeded the standards for ozone (state and national), PM₁₀ (state and national), and PM_{2.5} (state and national). The data in the table reflects the concentration of the pollutants in the air measured using air monitoring equipment. This differs from emissions, which are calculations of a pollutant being emitted over a certain period. No recent monitoring data for Tulare County or the San Joaquin Valley Air Basin was available for CO or SO₂. Generally, no monitoring is conducted for pollutants that are no longer likely to exceed ambient air quality standards.

Table 3: Air Quality Monitoring Summary

| Air Pollutant | Averaging Time | Item | 2018 | 2019 | 2020 |
|---|----------------|---|--------------|--------------|--------------|
| Ozone ¹ | 1 Hour | Max 1 Hour (ppm) | 0.112 | 0.093 | 0.127 |
| | | Days > State Standard (0.09 ppm) | 8 | 0 | 7 |
| Ozone ¹ | 8 Hour | Max 8 Hour (ppm) | 0.095 | 0.082 | 0.103 |
| | | Days > State Standard (0.07 ppm) | 58 | 26 | 37 |
| | | Days > National Standard (0.070 ppm) | 36 | 22 | 53 |
| Carbon monoxide (CO) | 8 Hour | Max 8 Hour (ppm) | ND | ND | ND |
| | | Days > State Standard (9.0 ppm) | ND | ND | ND |
| | | Days > National Standard (9 ppm) | ND | ND | ND |
| Nitrogen dioxide (NO ₂) ¹ | Annual | Annual Average (ppm) | 0.010 | 0.009 | 0.009 |
| | 1 Hour | Max 1 Hour (ppm) | 0.069 | 0.070 | 0.053 |
| | | Days > State Standard (0.18 ppm) | 0 | 0 | 0 |
| Sulfur dioxide (SO ₂) | Annual | Annual Average (ppm) | ND | ND | ND |
| | 24 Hour | Max 24 Hour (ppm) | ND | ND | ND |
| | | Days > State Standard (0.04 ppm) | ND | ND | ND |
| Inhalable coarse particles (PM ₁₀) ¹ | Annual | Annual Average (µg/m ³) | 52.0 | 46.3 | 60.5 |
| | 24 hour | 24 Hour (µg/m ³) | 159.6 | 418.5 | 305.7 |
| | | Days > State Standard (50 µg/m ³) | 164.4 | 115.8 | 157.0 |
| | | Days > National Standard (150 µg/m ³) | 0.0 | 5.0 | 20.2 |
| Fine particulate matter (PM _{2.5}) ¹ | Annual | Annual Average (µg/m ³) | 17.4 | 12.3 | 19.6 |
| | 24 Hour | 24 Hour (µg/m ³) | 96.2 | 47.2 | 127.1 |
| | | Days > National Standard (35 µg/m ³) | 42.3 | 19.9 | 51.2 |

Notes:
 > = exceed ppm = parts per million µg/m³ = micrograms per cubic meter
 ID = insufficient data ND = no data max = maximum
Bold = exceedance
 State Standard = California Ambient Air Quality Standard
 National Standard = National Ambient Air Quality Standard
¹ Visalia–N. Church Street Monitoring Station
 Source: California Air Resources Board (ARB) 2021a.

The health impacts of the various air pollutants of concern can be presented in a number of ways. The clearest of these is comparable with state and federal ozone standards. If concentrations are below the standard, it is safe to say that no significant health impact would occur to anyone. When concentrations exceed the standard, impacts will vary based on the amount by which the standard is exceeded. The EPA developed the Air Quality Index (AQI) as an easy-to-understand measure of health impacts compared with concentrations in the air. Table 4 provides a description of the health impacts of ozone at different concentrations.

Table 4: Air Quality Index and Health Effects from Ozone

| Air Quality Index/ 8-hour Ozone Concentration | Health Effects Description |
|---|--|
| <p>AQI 51–100—Moderate Concentration 55–70 ppb</p> | <p>Sensitive Groups: Children and people with asthma are the groups most at risk.</p> <p>Health Effects Statements: Unusually sensitive individuals may experience respiratory symptoms.</p> <p>Cautionary Statements: Unusually sensitive people should consider limiting prolonged outdoor exertion.</p> |
| <p>AQI 101–150—Unhealthy for Sensitive Groups Concentration 71–85 ppb</p> | <p>Sensitive Groups: Children and people with asthma are the groups most at risk.</p> <p>Health Effects Statements: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults and people with respiratory disease, such as asthma.</p> <p>Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.</p> |
| <p>AQI 151–200—Unhealthy Concentration 86–105 ppb</p> | <p>Sensitive Groups: Children and people with asthma are the groups most at risk.</p> <p>Health Effects Statements: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population.</p> <p>Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.</p> |
| <p>AQI 201–300—Very Unhealthy</p> | <p>Sensitive Groups: Children and people with asthma are the groups most at risk.</p> |

| | |
|---------------------------|---|
| Concentration 106–200 ppb | Health Effects Statements: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population. |
| | Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid all outdoor exertion; everyone else, especially children, should limit outdoor exertion. |
| Source: Air Now 2021. | |

The AQI for the 8-hour ozone standard is based on the current NAAQS of 70 parts per billion (ppb). Based on the AQI scale for the 8-hour ozone standard, the project area experienced zero days in the last three years that would be categorized as very unhealthy (AQI 201–300), and as many as 137 days that were either unhealthy (AQI 151–200) or unhealthy for sensitive groups (AQI 101–150), violating the 70-ppb standard as measured at the Visalia–N. Church Street monitoring station. The highest reading was 103 parts per billion (ppb) in 2020 (AQI 199), compared with the 105-ppb cutoff point for unhealthy (AQI 200). The most days over the standard was 58 days in 2018.

The other nonattainment pollutant of concern is PM_{2.5}. An AQI of 100 or lower is considered moderate and would be triggered by a 24-hour average concentration of 12.1 to 35.4 µg/m³. An AQI of 101 to 105 or 35.5-55.4 µg/m³ is considered unhealthy for sensitive groups. When concentrations reach this amount, it is considered an exceedance of the federal PM_{2.5} standard. The monitoring station nearest the project exceeded the standard on approximately 113.4 days in the three-year period spanning from 2018 to 2020. The highest number of exceedances was recorded in 2020 with 51.2 days over the standard. People with respiratory or heart disease, the elderly, and children are the groups most at risk. Unusually sensitive people should consider reducing prolonged or heavy exertion. The AQI of 151 to 200 is classified as unhealthy for everyone. This AQI classification is triggered when PM_{2.5} concentration ranges from 55.4 to 150.4 µg/m³. At this concentration, there is increasing likelihood of respiratory symptoms in sensitive individuals, aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and in the elderly. People with respiratory or heart disease, the elderly, and children should limit prolonged exertion. Everyone else should reduce prolonged or heavy exertion. The highest concentration recorded at the Visalia–N. Church Street monitoring station in the last three years was 127.1 µg/m³ (AQI 192) in 2020. At this concentration, increased aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly and increased respiratory effects in general population would occur. People with respiratory or heart disease, the elderly, and children should avoid prolonged exertion; everyone else should limit prolonged exertion when the AQI exceeds this level. The relationship of the AQI to health effects is shown in Table 5.

Table 5: Air Quality Index and Health Effects of Particulate Pollution

| Air Quality Index/ PM _{2.5} Concentration | Health Effects Description |
|---|--|
| AQI 51–100—Moderate | Sensitive Groups: Some people who may be unusually sensitive to particle. |
| Concentration 12.1–35.4 µg/m ³ | Health Effects Statements: Unusually sensitive people should consider reducing prolonged or heavy exertion. |

| | |
|--|---|
| | Cautionary Statements: Unusually sensitive people: Consider reducing prolonged or heavy exertion. Watch for symptoms such as coughing or shortness of breath. These are signs to take it easier. |
| AQI 101–150—Unhealthy for Sensitive Groups Concentration 35.5–55.4 µg/m ² | Sensitive Groups: Sensitive groups include people with heart or lung disease, older adults, children, and teenagers. Health Effects Statements: Increasing likelihood of respiratory symptoms in sensitive individuals, aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly. |
| AQI 151–200—Unhealthy Concentration 55.5–150.4 µg/m ³ | Sensitive Groups: Everyone Health Effects Statements: Increased aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly; increased respiratory effects in general population. Cautionary Statements: Sensitive groups: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling. Everyone else: Reduce prolonged or heavy exertion. Take more breaks during outdoor activities. |
| AQI 201–300—Very Unhealthy Concentration 150.5–250.4 µg/m ³ | Sensitive Groups: Everyone Health Effects Statements: Significant aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly; significant increase in respiratory effects in general population. Cautionary Statements: Sensitive groups: Avoid all physical activity outdoors. Move activities indoors or reschedule to a time when air quality is better. Everyone else: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling to a time when air quality is better. |
| Source: Air Now 2021. | |

2.3.1 - Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

Each standard has a different definition, or “form” of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM_{2.5} standard is met if the three-year average of the annual average PM_{2.5} concentration is less than or equal to the standard.

The current attainment designations for the Air Basin are shown in Table 6. The Air Basin is designated nonattainment for ozone, PM₁₀, and PM_{2.5}.

Table 6: San Joaquin Valley Air Basin Attainment Status

| Pollutant | State Status | National Status |
|---|-------------------------|---|
| Ozone—One Hour | Nonattainment/Severe | No Standard |
| Ozone—Eight Hour | Nonattainment | Nonattainment/Extreme |
| Carbon monoxide | Attainment/Unclassified | Merced, Madera, and Kings Counties are unclassified; others are in Attainment |
| Nitrogen dioxide | Attainment | Attainment/Unclassified |
| Sulfur dioxide | Attainment | Attainment/Unclassified |
| PM ₁₀ | Nonattainment | Attainment |
| PM _{2.5} | Nonattainment | Nonattainment |
| Lead | Attainment | No Designation/Classification |
| Source of State status: California Air Resources Board (ARB 2013c). Source of National status: U.S. Environmental Protection Agency (EPA 2021a). Source of additional status information (SJVAPCD 2017a). | | |

2.4—Air Quality Plans and Regulations

Air pollutants are regulated at the national, state, and air basin or county level, and each agency has a different level of regulatory responsibility: the EPA regulates at the national level, the ARB at the state level, and the SJVAPCD at the air basin level.

The EPA is responsible for national and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets National Ambient Air Quality Standards—also known as the federal standards described earlier.

A State Implementation Plan (SIP) is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The SIP for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California’s SIP incorporates individual federal attainment plans for regional air districts; specifically, an air district prepares their federal attainment plan, which is sent to ARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms. The ARB then submits the SIP to the EPA for approval. After reviewing submitted SIPs, the EPA proposes to approve or disapprove all or part of each plan. The public has an opportunity to comment on the EPA’s proposed action. The EPA considers public input before taking final action on a state’s plan. If the EPA approves all or part of a SIP, those control measures are enforceable in federal court. If a state fails to submit an approvable plan or if the EPA disapproves a plan, the EPA is required to develop a federal implementation plan (FIP). The SIP approval process often takes several years.

The most recent federally approved attainment plans for the SJVAPCD are the 2007 8-hour Ozone Attainment Plan and the 2012 PM_{2.5} Plan for the 2006 PM_{2.5} standard. The Air Basin is designated as an extreme ozone nonattainment area for the EPA's 2008 8-hour ozone standard of 75 ppb. The plan to address this standard was adopted by the SJVAPCD on June 16, 2016. The ARB approved the attainment demonstration plan for the San Joaquin Valley on July 21, 2016 and transmitted the plan to EPA on August 24, 2016. The plan for areas designated extreme nonattainment must demonstrate attainment of the new ozone standard by December 31, 2031. The 2016 Ozone Plan predicts attainment of the 2008 standard by 2031. On June 30, 2020, US EPA approved portions of the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards and the San Joaquin Valley Supplement to the 2016 State Strategy for the State Implementation Plan related to the 2006 24-hour PM_{2.5} National Ambient Air Quality Standard (NAAQS) of 35 µg/m³. Additionally, EPA granted an extension of the Serious area attainment date for the 2006 PM_{2.5} NAAQS from December 31, 2019, to December 31, 2024. Federal review of portions of the plan that pertain to the other PM_{2.5} standards will continue in 2020 (SJVAPCD 2020). The EPA Administrator signed the Final Rule revising the 8-hour ozone standard to 70 ppm on October 1, 2015. EPA designated the San Joaquin Valley as Extreme nonattainment for this standard in August 2018, with an attainment deadline of 2037. The SJVAPCD is mandated under federal Clean Air Act requirements to develop a new attainment plan for the revised ozone standard by 2022 (SJVAPCD 2021).

Areas designated nonattainment must develop air quality plans and regulations to achieve standards by specified dates, depending on the severity of the exceedances. For much of the country, implementation of federal motor vehicle standards and compliance with federal permitting requirements for industrial sources are adequate to attain air quality standards on schedule. For many areas of California, however, additional state and local regulation is required to achieve the standards. Regulations adopted by California are described below.

2.4.1 - California Regulations

Low-Emission Vehicle Program

The ARB first adopted Low-Emission Vehicle (LEV) program standards in 1990. These first LEV standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represent continuing progress in emission reductions. As the State's passenger vehicle fleet continues to grow and more sport utility vehicles and pickup trucks are used as passenger cars rather than work vehicles, the more stringent LEV II standards were adopted to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 State Implementation Plan. In 2012, ARB adopted the LEV III amendments to California's LEV regulations. These amendments, also known as the Advanced Clean Car Program include more stringent emission standards for model years 2017 through 2025 for both criteria pollutants and GHGs for new passenger vehicles (ARB 2012a).

On-Road Heavy-Duty Vehicle Program

The ARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, as well as test procedures. ARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty

Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others (ARB 2013b).

The regulation applies to nearly all privately and federally owned diesel-fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low-use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks (ARB 2015b).

ARB Truck and Bus Regulation

The latest amendments to the Truck and Bus regulation became effective on December 31, 2014. The amended regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.

The regulation applies to nearly all privately and federally owned diesel-fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low-use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks (ARB 2015a).

Advanced Clean Truck Regulation

The Advanced Clean Trucks regulation was approved on June 25, 2020 and has two main components, a manufacturers ZEV sales requirement and a one-time reporting requirement for large entities and fleets. Promoting the development and use of advanced clean trucks will help ARB achieve its emission reduction strategies as outlined in the SIP, Sustainable Freight Action Plan, Senate Bill (SB) 350, and Assembly Bill (AB) 32.

The proposed regulation has two components: a manufacturer sales requirement and a reporting requirement.

- Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b–3 truck sales, 75% of Class 4–8 straight truck sales, and 40% of truck tractor sales.
- Company and fleet reporting: Large employers—including retailers, manufacturers, brokers, and others—would be required to report information about shipments and shuttle services. Fleet owners (those with 50 or more trucks) would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs (ARB 2020a).

ARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the ARB adopted a regulation to reduce DPM and nitrous oxide (NO_x) emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. The ARB is enforcing that part of the rule with fines up to \$10,000 per day for each vehicle in violation. Performance requirements of the rule are based on a fleet's average NO_x emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirements, making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501–5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less).

ARB Regulation for Consumer Products

The ARB Consumer Products Regulation was last amended in January 2015. The ARB regulates the VOC content of a wide variety of consumer products sold and manufactured in California. The purpose of the regulation is to reduce the emission of ozone precursors, TACs, and GHG emissions in products that are used by homes and businesses. The regulated products include but are not limited to solvents, adhesives, air fresheners, soaps, aromatic compounds, windshield cleaners, charcoal lighter, dry cleaning fluids, floor polishes, and general cleaners and degreasers (ARB 2015b)

ARB Airborne Toxic Control Measure for Asbestos

In July 2001, the ARB approved an Air Toxic Control Measure for construction, grading, quarrying, and surface mining operations to minimize emissions of naturally occurring asbestos. The regulation requires application of best management practices to control fugitive dust in areas known to have naturally occurring asbestos and requires notification to the local air district prior to commencement of ground-disturbing activities. The measure establishes specific testing, notification and engineering controls prior to grading, quarrying, or surface mining in construction zones where naturally occurring asbestos is located on projects of any size. There are additional notification and engineering controls at work sites larger than one acre in size. These projects require the submittal of a "Dust Mitigation Plan" and approval by the air district prior to the start of a project.

Construction sometimes requires the demolition of existing buildings where construction occurs. The project includes no demolition. Asbestos is also found in a natural state, known as naturally occurring asbestos. Exposure and disturbance of rock and soil that naturally contain asbestos can result in the release of fibers into the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (serpentinite) and often contains chrysotile asbestos. In addition, another form of asbestos, tremolite, can be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include unpaved roads or driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present.

The ARB has an Air Toxic Control Measure for construction, grading, quarrying, and surface mining operations, requiring the implementation of mitigation measures to minimize emissions of asbestos-laden dust. The measure applies to road construction and maintenance, construction and grading

operations, and quarries and surface mines when the activity occurs in an area where naturally occurring asbestos is likely to be found. Areas are subject to the regulation if they are identified on maps published by the Department of Conservation as ultramafic rock units or if the Air Pollution Control Officer or owner/operator has knowledge of the presence of ultramafic rock, serpentine, or naturally occurring asbestos on the site. The measure also applies if ultramafic rock, serpentine, or asbestos is discovered during any operation or activity. Review of the Department of Conservation maps indicates that no ultramafic rock has been found near the northwest Visalia area.

Diesel Risk Reduction Plan

The ARB's Diesel Risk Reduction Plan has led to the adoption of new state regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce DPM emissions by about 90 percent overall from year 2000 levels. The projected emission benefits associated with the full implementation of this plan, including federal measures, are reductions in DPM emissions and associated cancer risks of 75 percent by 2010, and 85 percent by 2020 (ARB 2000).

2.4.2 - San Joaquin Valley Air Pollution Control District

The District is responsible for controlling emissions primarily from stationary sources. The District, in coordination with the eight countywide transportation agencies, is also responsible for developing, updating, and implementing air quality attainment plans for the Air Basin. The District also has roles under CEQA.

Ozone Plans

The Air Basin is designated nonattainment of state and federal health-based air quality standards for ozone. To meet Clean Air Act requirements for the one-hour ozone standard, the District adopted an Extreme Ozone Attainment Demonstration Plan in 2004, with an attainment date of 2010. Although the EPA revoked the federal 1-hour ozone standard effective June 15, 2005 and replaced it with an 8-hour standard, the requirement to submit a plan for that standard remained in effect for the San Joaquin Valley.

The planning requirements for the 1-hour plan remain in effect until replaced by a federal 8-hour ozone attainment plan. On March 8, 2010, the EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan, including revisions to the plan, effective April 7, 2010. However, the Air Basin failed to attain the standard in 2010 and was subject to a \$29 million Clean Air Act penalty. The District also instituted a more robust ozone episodic program to reduce emissions on days with the potential to exceed the ozone standards. On July 18, 2016, the EPA published in the Federal Register a final action determining that the San Joaquin Valley has attained the 1-hour ozone national ambient air quality standard. This determination was based on the most recent three-year period (2012-2014) of sufficient, quality-assured, and certified data. The penalty fees remain in place pending submittal of a demonstration that the San Joaquin Valley will maintain the 1-hour standard for 10 years (EPA 2016b).

The EPA originally classified the Air Basin as serious nonattainment for the 1997 federal 8-hour ozone standard with an attainment date of 2013. The 2007 Ozone Plan details the plan for achieving attainment on schedule with an "extreme nonattainment" deadline of 2024. At its adoption of the 2007 Ozone Plan, the District also requested a reclassification to extreme nonattainment. ARB

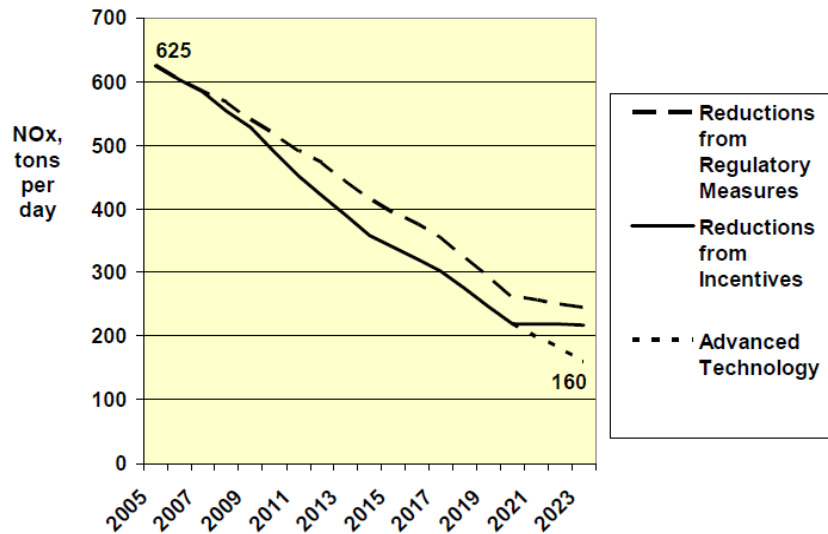
approved the plan in June 2007, and the EPA approved the request for reclassification to extreme nonattainment on April 15, 2010.

The 2007 Ozone Plan contains measures to reduce ozone and particulate matter precursor emissions to bring the Basin into attainment with the federal 8-hour ozone standard. The 2007 Ozone Plan calls for a 75 percent reduction of NO_x and a 25 percent reduction of reactive organic gases (ROG). Figure 1 displays the anticipated NO_x reductions attributed in the 2007 Ozone Plan (Source: 2007 Ozone Plan). The plan, with innovative measures and a “dual path” strategy, assures expeditious attainment of the federal 8-hour ozone standard for all Air Basin residents. The District Governing Board adopted the 2007 Ozone Plan on April 30, 2007. The ARB approved the plan on June 14, 2007.

The Air Basin is designated an extreme ozone nonattainment area for the EPA’s 2008 8-hour ozone standard of 75 ppb. The District’s Governing Board approved the 2016 Plan for the 2008 8-Hour Ozone Standard on June 16, 2016. The ARB approved the attainment demonstration plan for the San Joaquin Valley on July 21, 2016 and transmitted the plan to EPA on August 24, 2016. The comprehensive strategy in this plan will reduce NO_x emissions by over 60 percent between 2012 and 2031, and will bring the San Joaquin Valley into attainment of the EPA’s 2008 8-hour ozone standard as expeditiously as practicable, no later than December 31, 2031. The 2016 Ozone Plan predicts attainment of the 2008 standard by 2031 (SJVAPCD 2018a).

The EPA Administrator signed the Final Rule revising the 8-hour ozone standard to 70 ppm on October 1, 2015. The standard requires the SJVAPCD to prepare a new attainment to achieve the more stringent emission level within 20 years from the effective date of designation (EPA 2018). The SJVAPCD recently developed a new attainment plan for the strengthened 2015 Ozone NAAQS of 70 ppb; submittal was required to EPA by August 2022 (SJVAPCD 2022a). The 2022 Plan for the 2015 8-hour Ozone Standard was adopted by the SJVAPCD on December 15, 2022.

State ozone standards do not have an attainment deadline but require implementation of all feasible measures to achieve attainment at the earliest date possible. This is achieved through compliance with the federal deadlines and control measure requirements.

Figure 1: San Joaquin Valley NO_x Emissions Forecast

Particulate Matter Plans

The Air Basin was designated nonattainment of state and federal health-based air quality standards for PM₁₀. The Air Basin is also designated nonattainment of state and federal standards for PM_{2.5}.

To meet Clean Air Act requirements for the PM₁₀ standard, the District adopted a PM₁₀ Attainment Demonstration Plan (Amended 2003 PM₁₀ Plan and 2006 PM₁₀ Plan), which has an attainment date of 2010. The District adopted the 2007 PM₁₀ Maintenance Plan in September 2007 to assure the San Joaquin Valley's continued attainment of the EPA's PM₁₀ standard. The EPA designated the valley as an attainment/maintenance area for PM₁₀ on September 25, 2008. Although the San Joaquin Valley has exceeded the standard since then, those days were considered exceptional events that are not considered a violation of the standard for attainment purposes.

The 2008 PM_{2.5} Plan builds upon the comprehensive strategy adopted in the 2007 Ozone Plan to bring the Air Basin into attainment of the 1997 national standards for PM_{2.5}. The EPA has identified NO_x and SO₂ as precursors that must be addressed in air quality plans for the 1997 PM_{2.5} standards. The 2008 PM_{2.5} Plan is a continuation of the District's strategy to improve the air quality in the Air Basin. The EPA issued final approval of the 2008 PM_{2.5} Plan on November 9, 2011, which became effective on January 9, 2012. The EPA approved the emissions inventory, the reasonably available control measures/reasonably available control technology demonstration, reasonable further progress demonstration, attainment demonstration and associated air quality modeling, and the transportation conformity motor vehicle emissions budgets. The EPA also granted California's request to extend the attainment deadline for the San Joaquin Valley to April 5, 2015 and approved commitments to measures and reductions by the District and the ARB. Finally, it disapproved the State Implementation Plan's contingency provisions and issued a protective finding for transportation conformity determinations.

In December 2012, the District adopted the 2012 PM_{2.5} Plan to bring the San Joaquin Valley into attainment of the EPA's 2006 24-hour PM_{2.5} standard of 35 µg/m³. The ARB approved the District's

2012 PM_{2.5} Plan for the 2006 standard at a public hearing on January 24, 2013 (SJVAPCD 2012). This plan aimed to bring the Valley into attainment with the standard by 2019.

The 2015 Plan for the 1997 PM_{2.5} Standard approved by the District Governing Board on April 16, 2015—will bring the Valley into attainment of the EPA’s 1997 PM_{2.5} standard as expeditiously as practicable, but no later than December 31, 2020. The plan was required to request reclassification to Serious nonattainment and to extend the attainment date from 2018 to 2020 (SJVAPCD 2015b).

The 2016 Moderate Area Plan for the 2012 PM_{2.5} Standard was adopted on September 15, 2016. This plan includes an attainment impracticability demonstration and request for reclassification of the Valley from Moderate nonattainment to Serious nonattainment (SJVAPCD 2017b).

The SJVAPCD adopted the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards on November 15, 2018. This plan provides a combined strategy to address the EPA federal 1997 annual PM_{2.5} standard of 15 µg/m³ and 24-hour PM_{2.5} standard of 65 µg/m³; the 2006 24-hour PM_{2.5} standard of 35 µg/m³; and the 2012 annual PM_{2.5} standard of 12 µg/m³. This plan demonstrates attainment of the federal PM_{2.5} standards as expeditiously as practicable (SJVAPCD 2018b). On June 30, 2020, US EPA approved portions of the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards and the San Joaquin Valley Supplement to the 2016 State Strategy for the State Implementation Plan related to the 2006 24-hour PM_{2.5} National Ambient Air Quality Standard (NAAQS) of 35 µg/m³. Additionally, EPA granted an extension of the Serious area attainment date for the 2006 PM_{2.5} NAAQS from December 31, 2019, to December 31, 2024. Federal review of portions of the plan that pertain to the other PM_{2.5} standards were planned to continue in 2020; however, federal review of portions of the plan that pertain to the other PM_{2.5} is currently ongoing (SJVAPCD 2020; SJVAPCD 2022).

SJVAPCD Rules and Regulations

The SJVAPCD rules and regulations that may apply to buildout of the project include but are not limited to the following:

Rule 4102—Nuisance. The purpose of this rule is to protect the health and safety of the public and applies to any source operation that emits or may emit air contaminants or other materials. This rule is enforced on a complaint basis.

Rule 4601—Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling. Only compliant components are available for purchase in the San Joaquin Valley.

Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641. This regulation is enforced on the asphalt provider.

Rule 4901—Wood-Burning Fireplaces and Wood-Burning Heaters. The purposes of this rule are to limit emissions of carbon monoxide and particulate matter from wood-burning fireplaces, wood-burning heaters, and outdoor wood-burning devices, and to establish a public education program to

reduce wood-burning emissions. All development that includes wood-burning devices are subject to this rule.

Rule 4902—Residential Water Heaters. In 2009, the District amended Rule 4902 to strengthen the rule by lowering the limit to 10 nanograms per joule (ng/J) for new or replacement water heaters, and to a limit of 14 ng/J for instantaneous water heaters. Retailer compliance dates ranged from 2010 to 2012, depending on the unit type.

Regulation VIII—Fugitive PM₁₀ Prohibitions. Rules 8011–8081 are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

Rule 9510—Indirect Source Review. This rule reduces the impact of NO_x and PM₁₀ emissions from growth within the Air Basin. The rule places application and emission reduction requirements on development projects meeting applicability criteria in order to reduce emissions through on-site mitigation, off-site District-administered projects, or a combination of the two. This project is subject to Rule 9510.

CEQA

The District has three roles under CEQA:

1. **Lead Agency:** Responsible for preparing environmental analyses for its own projects (adoption of rules, regulations, or plans) or permit projects filed with the District where the District has primary approval authority over the project.
2. **Responsible Agency:** The discretionary authority of a responsible agency is more limited than a lead agency; having responsibility for mitigating or avoiding only the environmental effects of those parts of the project which it decides to approve, carry out, or finance. The District defers to the lead agency for preparation of environmental documents for land use projects that also have discretionary air quality permits, unless no document is prepared by the lead agency and potentially significant impacts related to the permit are possible. The District regularly submits comments on documents prepared by lead agencies to ensure that District concerns are addressed.
3. **Commenting Agency:** The District reviews and comments on air quality analyses prepared by other public agencies (such as the project).

The District also provides guidance and thresholds for CEQA air quality and GHG analyses. The result of this guidance, as well as state regulations to control air pollution, is an overall improvement in the Air Basin. In particular, the District's 2015 GAMAQI states the following:

1. The District's Air Quality Attainment Plans include measures to promote air quality elements in county and city general plans as one of the primary indirect source programs. The general plan is the primary long-range planning document used by cities and counties to direct development. Since air districts have no authority over land use decisions, it is up

to cities and counties to ensure that their general plans help achieve air quality goals. Section 65302.1 of the California Government Code requires cities and counties in the San Joaquin Valley to amend appropriate elements of their general plans to include data, analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality in their next housing element revisions.

2. The Air Quality Guidelines for General Plans (AQGGP), adopted by the District in 1994 and amended in 2005, is a guidance document containing goals and policy examples that cities and counties may want to incorporate into their General Plans to satisfy Section 65302.1. When adopted in a general plan and implemented, the suggestions in the AQGGP can reduce vehicle trips and miles traveled and improve air quality. The specific suggestions in the AQGGP are voluntary. The District strongly encourages cities and counties to use their land use and transportation planning authority to help achieve air quality goals by adopting the suggested policies and programs.

2.4.3 - Local

The Visalia General Plan was adopted on October 14, 2014 (City of Visalia 2014). The City's applicable air quality goals and policies from the Air Quality section are listed below.

City of Visalia Air Quality Goals and Policies

The General Plan lists the following policies that are supportive of improved air quality. Policies that are directly related to the project are listed below:

- **AQ-P-2.** Require use of Best Management Practices (BMPs) to reduce particulate emission as a condition of approval for all subdivisions, development plans and grading permits, in conformance with the San Joaquin Valley Air Pollution Control District Fugitive Dust Rule.
- **AQ-P-3.** Support implementation of the San Joaquin Valley Air Pollution Control District's regulations on the use of wood-burning fireplaces, as well as their regulations for the installation of EPA-certified wood heaters or approved wood-burning appliances in new residential development and a "No Burn" policy on days when the air quality is poor.
- **AQ-P-7.** Be an active partner with the Air District in its "Spare the Air" program. Encourage businesses and residents to avoid pollution-producing activities such as the use of fireplaces and wood stoves, charcoal lighter fluid, pesticides, aerosol products, oil-based paints, and automobiles and other gasoline engines on days when high ozone levels are expected and promote low-emission vehicles and alternatives to driving.
- **AQ-P-8.** Update the Zoning Ordinance to strictly limit the development of drive-through facilities, only allowing them in auto-oriented areas and prohibiting them in Downtown and East Downtown.
- **AQ-P-9.** Continue to mitigate short-term construction impacts and long-term stationary source impacts on air quality on a case-by-case basis and continue to assess air quality impacts through environmental review. Require developers to implement Best Management Practices (BMPs) to reduce air pollutant emissions associated with the construction and operation of development projects.
- **AQ-P-11.** Continue to work in conjunction with the San Joaquin Valley Air Pollution Control District and others to put in place additional Transportation Control Measures that will reduce vehicle travel and improve air quality and to implement Air Quality Plans.

City of Visalia General Plan Environmental Impact Report (EIR)

The General Plan lists the following General Plan Policies to reduce air quality associated with buildout of the General Plan, as analyzed in the General Plan EIR.

The following policies from the *Air Resources Element* were identified in the EIR to help reduce VMT in the City.

- **AQ-P-8.** Update the Zoning Ordinance to strictly limit the development of drive-through facilities, only allowing them in auto-oriented areas and prohibiting them in Downtown and East Downtown.
Drive-through businesses result in the idling of car engines and the concentrated emission of carbon monoxide and other tailpipe air pollutants.
- **AQ-P-11.** Continue to work in conjunction with the San Joaquin Valley Air Pollution Control District and others to put in place additional Transportation Control Measures that will reduce vehicle travel and improve air quality and to implement Air Quality Plans.
- **AQ-P-13.** Where feasible, replace City vehicles with those that employ low-emission technology.

The following policies from the *Land Use Element* support sustainable growth, including infill and mixed-used development, which the General Plan EIR states will help reduce VMT in the City: LU-P-44, LU-P-45, LU-P-46, LU-P-52, LU-P-55, LU-P-56, LU-P-57, LU-P-72, LU-P-74, LU-P-78, LU-P-80, LU-P-83, LU-P-85, LU-P-100, and LU-P-108.

The following policies from the *Land Use Element* support pedestrian-oriented design, which the General Plan EIR states will help reduce VMT in the City: LU-P-74, LU-P-62, LU-P-63, LU-P-66, LU-P-91, and LU-P-93.

The following policy from the *Parks, Schools, Community Facilities, and Utilities Element* supports biking and walking, which the General Plan EIR states will help reduce VMT in the City: PSCU-P-11.

The following policies from the *Circulation Element* promote transit and non-motorized transportation (e.g., bicycling), which the General Plan EIR states will help reduce VMT in the City: T-P-1, T-P-29, T-P-30, T-P-31, T-P-32, T-P-33, T-P-34, T-P-35, T-P-36, T-P-37, T-P-38, T-P-44, T-P-45, T-P-46, T-P-47, TP-48, T-P-49, T-P-50, T-P-51, T-P-52, T-P-53, and T-P-54.

The following policies from the *Air Resources Element* help directly reduce area and mobile sources in the Planning Area.

- **AQ-P-2.** Require use of Best Management Practices (BMPs) to reduce particulate emission as a condition of approval for all subdivisions, development plans and grading permits, in conformance with the San Joaquin Valley Air Pollution Control District Fugitive Dust Rule.
- **AQ-P-3.** Support implementation of the San Joaquin Valley Air Pollution Control District's regulations on the use of wood-burning fireplaces, as well as their regulations for the installation of EPA-certified wood heaters or approved wood-burning appliances in new residential development and a "No Burn" policy on days when the air quality is poor.

- **AQ-P-4.** Support the San Joaquin Valley Air Pollution Control District’s “change-out” program, which provides incentives to help homeowners replace old wood-burning fireplaces with EPA-certified non woodburning appliances.
Smoke released from fireplaces and wood stoves contains carbon monoxide, nitrogen dioxide, volatile organic compounds, and inhalable particulate matter (PM₁₀). The change-out programs have been successful in areas of the State where emissions from woodburning fireplaces cause significant air pollution. Many grant programs offer cash rebates to encourage replacement of old wood-burning appliances with more efficient ones.
- **AQ-P-7.** Be an active partner with the Air District in its “Spare the Air” program. Encourage businesses and residents to avoid pollution-producing activities such as the use of fireplaces and wood stoves, charcoal lighter fluid, pesticides, aerosol products, oil-based paints, and automobiles and other gasoline engines on days when high ozone levels are expected and promote low-emission vehicles and alternatives to driving.
- **AQ-P-8.** Update the Zoning Ordinance to strictly limit the development of drive-through facilities, only allowing them in auto-oriented areas and prohibiting them in Downtown and East Downtown.
Drive-through businesses result in the idling of car engines and the concentrated emission of carbon monoxide and other tailpipe air pollutants.
- **AQ-P-9.** Continue to mitigate short-term construction impacts and long-term stationary source impacts on air quality on a case-by-case basis and continue to assess air quality impacts through environmental review. Require developers to implement Best Management Practices (BMPs) to reduce air pollutant emissions associated with the construction and operation of development projects.
- **AQ-P-11.** Continue to work in conjunction with the San Joaquin Valley Air Pollution Control District and others to put in place additional Transportation Control Measures that will reduce vehicle travel and improve air quality and to implement Air Quality Plans.
- **AQ-P-12.** Support the implementation of Voluntary Emissions Reduction Agreements (VERA) with the San Joaquin Valley Air Pollution Control District (the District) for individual development projects that may exceed District significance thresholds.
A VERA is a voluntary mitigation measure where a project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emissions reduction projects, with the District serving a role of administrator of emissions reduction programs and verifier of successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project-specific emissions by providing funds for the District’s Strategies and Incentives Program. The funds are disbursed in the form of grants for projects that achieve emission reductions.
- **AQ-P-13.** Where feasible, replace City vehicles with those that employ low-emission technology.

The following policies from the *Land Use Element and Parks, Schools, Community Facilities, and Utilities Element* support energy conservation, which will help reduce building energy consumption and associated area source emissions: LU-P-38 and PSCU-P-14.

The policies described above from the *Land Use Element, Parks, Schools, Community Facilities, and Utilities Element, and Circulation Element* that would reduce VMT would also reduce associated mobile source emissions.

2.4.4 - Existing Sources of Toxic Emissions

No existing sources were identified that exceed ARB recommendations in its Air Quality Land Use Handbook for siting sensitive land uses impact the project.

2.4.5 - ARB Air Quality Land Use Handbook

Table 7 lists the following ARB advisory recommendations that address the issue of siting “sensitive land uses” near specific sources of air pollution (ARB 2005):

- High traffic freeways and roads
- Distribution centers
- Rail yards
- Ports
- Refineries
- Chrome plating facilities
- Dry cleaners
- Large gas dispensing facilities

The analysis examines the area around the site to determine if potential sources of TAC emissions may impact the project, based on the ARB recommended screening distances.

Table 7: Recommendations on Siting New Sensitive Land Uses

| Source Category | Advisory Recommendations |
|---------------------------------|--|
| Freeways and High-Traffic Roads | Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. |
| Distribution Centers | Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points. |
| Rail Yards | Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches. |
| Ports | Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks. |
| Refineries | Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation. |
| Chrome Platers | Avoid siting new sensitive land uses within 1,000 feet of a chrome plater. |

Table 7 (cont.): Recommendations on Siting New Sensitive Land Uses

| Source Category | Advisory Recommendations |
|---|---|
| Dry Cleaners Using Perchloroethylene | <p>Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district.</p> <p>Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.</p> |
| Gasoline Dispensing Facilities | <p>Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.</p> |
| <p>Note: These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.</p> | |

SECTION 3: CLIMATE CHANGE SETTING

3.1—Climate Change

Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. Many of the concerns regarding climate change use this data to extrapolate a level of statistical significance, specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. In its Fourth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius (°C) to 6.4°C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios (IPCC 2007a). The report also concluded that “[w]arming of the climate system is unequivocal,” and that “[m]ost of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations.”

An individual project cannot generate enough GHG emissions to cause a discernible change in global climate. However, the project participates in the potential for global climate change by its incremental contribution of GHGs—and when combined with the cumulative increase of all other sources of GHGs—constitute potential influences on global climate change.

3.1.1 - Consequences of Climate Change in California

In California, climate change may result in consequences such as the following (from CCCC 2006 and Moser et al. 2009):

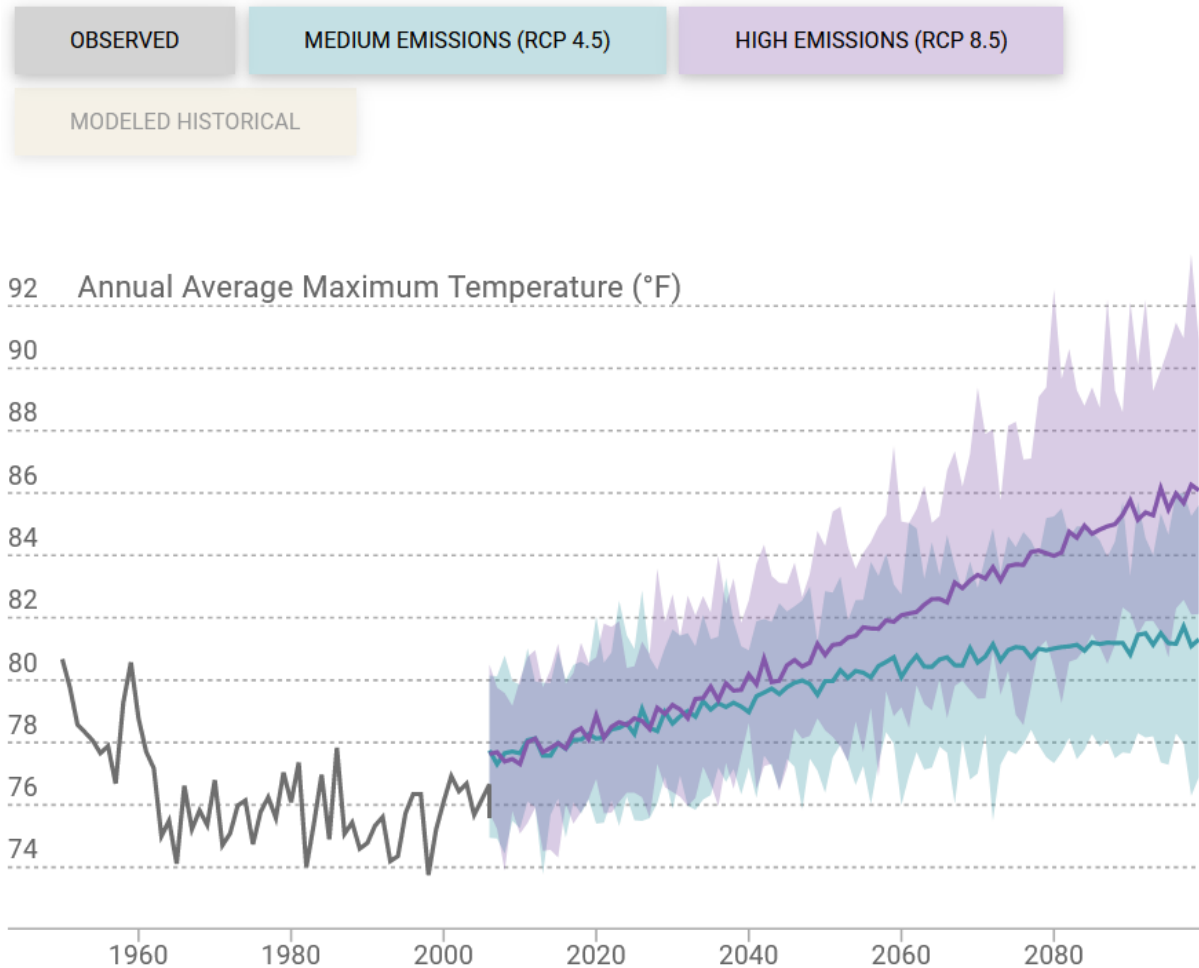
- **A reduction in the quality and supply of water from the Sierra snowpack.** If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.
- **Increased risk of large wildfires.** If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant “fuel” available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- **Reductions in the quality and quantity of certain agricultural products.** The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.

- **Exacerbation of air quality problems.** If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- **A rise in sea levels resulting in the displacement of coastal businesses and residences.** During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.
- **An increase in temperature and extreme weather events.** Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- **A decrease in the health and productivity of California's forests.** Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.

Consequences of Climate Change in the Visalia Area

Figure 2 displays a chart of measured historical and projected annual average temperatures in the project area. As shown in the figure, temperatures are expected to rise in the low and high GHG emissions scenarios. The results indicate that temperatures by the end of the century are predicted to increase by 5.0 degrees Fahrenheit (°F) under the low emission scenario and 8.6°F under the high emissions scenario (CalAdapt 2021).

Figure 2: Observed and Projected Temperatures for Climate Change in the Project Area



Source: CalAdapt 2021.

Human Health Effects of GHG Emissions

GHG emissions from development projects would not result in concentrations that would directly impact public health. However, the cumulative effects of GHG emissions on climate change have the potential to cause adverse effects to human health.

In its report, *Global Climate Change Impacts in the U.S.* (2009), the U.S. Global Change Research Program has analyzed the degree to which impacts on human health are expected to impact the United States.

Potential effects of climate change on public health include:

- **Direct Temperature Effects:** Climate change may directly affect human health through increases in average temperatures, which are predicted to increase the incidence of heat waves and hot extremes.

- **Extreme Events:** Climate change may affect the frequency and severity of extreme weather events, such as hurricanes and extreme heat and floods, which can be destructive to human health and well-being.
- **Climate-Sensitive Diseases:** Climate change may increase the risk of some infectious diseases, particularly those diseases that appear in warm areas and are spread by mosquitoes and other insects, such as malaria, dengue fever, yellow fever, and encephalitis.
- **Air Quality:** Respiratory disorders may be exacerbated by warming-induced increases in the frequency of smog (ground-level ozone) events and particulate air pollution (EPA 2009a).

Although there could be health effects resulting from changes in the climate and the consequences that can occur, inhalation of GHGs at levels currently in the atmosphere would not result in adverse health effects, with the exception of ozone and aerosols (particulate matter). The potential health effects of ozone and particulate matter are discussed in criteria pollutant analyses. At very high indoor concentrations (not at levels existing outside), carbon dioxide, methane, sulfur hexafluoride, and some chlorofluorocarbons can cause suffocation as the gases can displace oxygen (CDC 2010 and OSHA 2003).

3.2—Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as GHGs. The effect is analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, NO_x , chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit GHGs. The presence of GHGs in the atmosphere affects the earth's temperature. It is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Climate change is driven by forcings and feedbacks. Radiative forcing is the difference between the incoming energy and outgoing energy in the climate system. Positive forcing tends to warm the surface while negative forcing tends to cool it. Radiative forcing values are typically expressed in watts per square meter. A feedback is a climate process that can strengthen or weaken a forcing. For example, when ice or snow melts, it reveals darker land underneath which absorbs more radiation and causes more warming. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere. The global warming potential of a gas is essentially a measurement of the radiative forcing of a GHG compared with the reference gas, CO_2 .

Individual GHG compounds have varying global warming potential and atmospheric lifetimes. CO_2 , the reference gas for global warming potential, has a global warming potential of one. The global warming potential of a GHG is a measure of how much a given mass of a GHG is estimated to contribute to global warming. To describe how much global warming a given type and amount of GHG may cause, the carbon dioxide equivalent is used. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas, CO_2 . For example, CH_4 's warming potential of 25 indicates that CH_4 has 25 times greater warming effect than CO_2 on a molecule-per-molecule basis. A carbon dioxide equivalent is the mass emissions of an individual GHG multiplied by its global

warming potential. GHGs defined by Assembly Bill (AB) 32 (see the Climate Change Regulatory Environment section for a description) include CO₂, CH₄, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. They are described in Table 8. A seventh GHG, nitrogen trifluoride, was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. The global warming potential amounts are from IPCC Fourth Assessment Report (AR4). The AR4 GWP amounts, incorporated into the CalEEMod version 2020.4.0, are used in this analysis. Although the newer IPCC Fifth Assessment Report (AR5) includes new global warming potential amounts, ARB continues to use AR4 rates for inventory purposes, including the 2018 inventory released on October 19, 2020, to ensure consistency with past inventories. Until such time as ARB updates its Scoping Plan inventories to utilize AR5 GWPs, it is appropriate to continue using AR4 GWPs for CEQA analyses, which are based on Scoping Plan consistency.

Table 8: Description of Greenhouse Gases

| Greenhouse Gas | Description and Physical Properties | Sources |
|---------------------|--|---|
| Nitrous oxide | Nitrous oxide (laughing gas) is a colorless GHG. It has a lifetime of 114 years. Its global warming potential is 298. | Microbial processes in soil and water, fuel combustion, and industrial processes. |
| Methane | Methane is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 25. | Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter. |
| Carbon dioxide | Carbon dioxide (CO ₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960. | Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. |
| Chlorofluorocarbons | These are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). Global warming potentials range from 124 to 14,800. | Chlorofluorocarbons were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. |
| Perfluorocarbons | Perfluorocarbons have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Global warming potentials range from 7,390 to 12,200. | Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing. |
| Sulfur hexafluoride | Sulfur hexafluoride (SF ₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential of 22,800. | This gas is man-made and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. |

Table 8 (cont.): Description of Greenhouse Gases

| Greenhouse Gas | Description and Physical Properties | Sources |
|---|--|---|
| Nitrogen trifluoride | Nitrogen trifluoride (NF ₃) was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. It has a high global warming potential of 17,200. | This gas is used in electronics manufacture for semiconductors and liquid crystal displays. |
| Sources: Compiled from a variety of sources, primarily Intergovernmental Panel on Climate Change 2007a and 2007b. | | |

The State has begun addressing pollutants referred to as short-lived climate pollutants. Senate Bill (SB) 605, approved by the governor on September 14, 2014 required the ARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants by January 1, 2016. ARB was required to complete an emission inventory of these pollutants, identify research needs, identify existing and potential new control measures that offer co-benefits, and coordinated with other state agencies and districts to develop measures. The Short-Lived Climate Pollutant Strategy was approved by the ARB on March 24, 2017. The strategy calls for reductions of 50 percent from black carbon, 40 percent from methane, and 40 percent from HFCs from the 2030 Business as Usual (BAU) inventory for these pollutants (ARB 2017a).

The short-lived climate pollutants include three main components: black carbon, fluorinated gases, and methane. Fluorinated gases and methane are described in Table 8 and are already included in the California GHG inventory. Black carbon has not been included in past GHG inventories; however, ARB will include it in its comprehensive strategy (ARB 2015c).

Ozone is another short-lived climate pollutant that will be part of the strategy. Ozone affects evaporation rates, cloud formation, and precipitation levels. Ozone is not directly emitted, so its precursor emissions, volatile organic compounds (VOC) and oxides of nitrogen (NO_x) on a regional scale and CH₄ on a hemispheric scale will be subject of the strategy (ARB 2015c).

Black carbon is a component of fine particulate matter. Black carbon is formed by incomplete combustion of fossil fuels, biofuels, and biomass. Sources of black carbon within a jurisdiction may include exhaust from diesel trucks, vehicles, and equipment, as well as smoke from biogenic combustion. Biogenic combustion sources of black carbon include the burning of biofuels used for transportation, the burning of biomass for electricity generation and heating, prescribed burning of agricultural residue, and natural and unnatural wildfires. Black carbon is not a gas but an aerosol—particles or liquid droplets suspended in air. Black carbon only remains in the atmosphere for days to weeks, whereas other GHGs can remain in the atmosphere for years. Black carbon can be deposited on snow, where it absorbs sunlight, reduces sunlight reflectivity, and hastens snowmelt. Direct effects include absorbing incoming and outgoing radiation; indirectly, black carbon can also affect cloud reflectivity, precipitation, and surface dimming (cooling).

Global warming potentials for black carbon were not defined by the IPCC in its Fourth Assessment Report. The ARB has identified a global warming potential of 3,200 using a 20-year time horizon and 900 using a 100-year time horizon from the IPCC Fifth Assessment. Sources of black carbon are already regulated by ARB, and air district criteria pollutant and toxic regulations that control fine

particulate emissions from diesel engines and other combustion sources (ARB 2015d). Additional controls on the sources of black carbon specifically for their GHG impacts beyond those required for toxic and fine particulates are not likely to be needed.

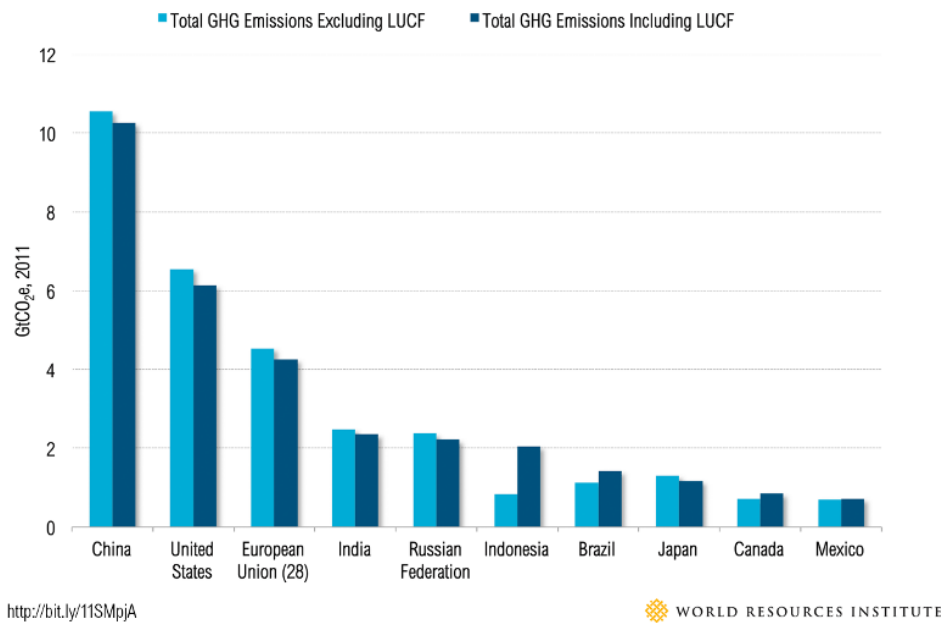
Water vapor is also considered a GHG. Water vapor is an important component of our climate system and is not regulated. Increasing water vapor leads to warmer temperatures, which causes more water vapor to be absorbed into the air. Warming and water absorption increase in a spiraling cycle. Water vapor feedback can also amplify the warming effect of other GHGs, such that the warming brought about by increased carbon dioxide allows more water vapor to enter the atmosphere (NASA 2021).

3.2.1 - Emissions Inventories

An emissions inventory is a database that lists, by source, the amount of air pollutants discharged into the atmosphere of a geographic area during a given time period. Emissions worldwide were approximately 43,286 million metric tons of carbon dioxide equivalents (MMT_{CO₂e}) in 2012. As shown in Figure 3, China was the largest GHG emitter with over 10 billion metric tons of CO₂e, and the United States was the second-largest GHG emitter with over 6 billion metric tons of CO₂e (WRI 2014).

Figure 3: Greenhouse Gas Emissions by Geographic Area

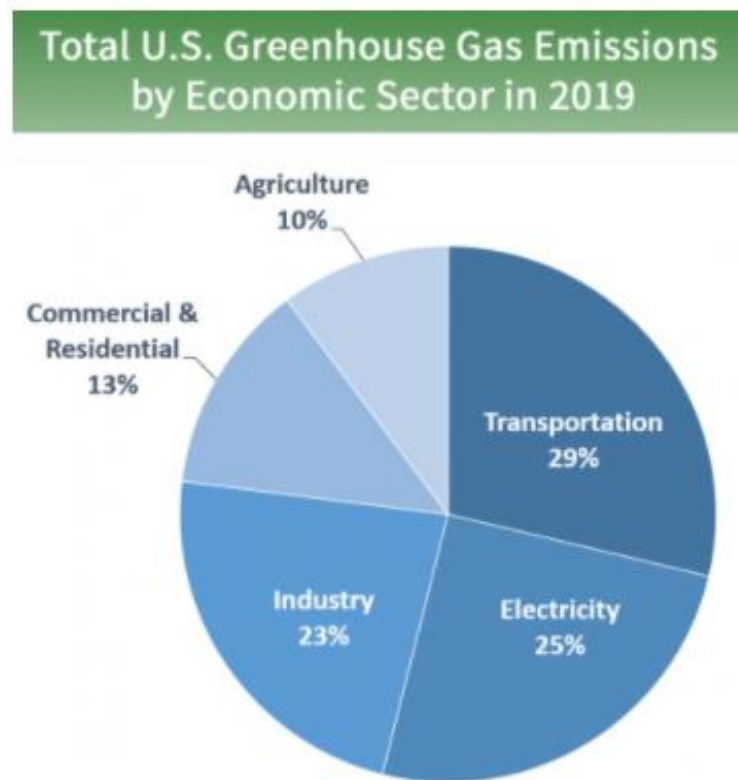
Top 10 Emitters



Source: WRI 2014.

Figure 4 presents 2019 United States GHG emissions by economic sector. Emissions decreased from 2018 to 2019 by approximately 1.7 percent. This decrease was driven largely by a decrease in emissions from fossil fuel combustion resulting from a decrease in total energy use in 2019 compared to 2018 and a continued shift from coal to natural gas and renewables in the electric power sector. Total U.S. emissions have increased by 1.8 percent from 1990 to 2019 (from 6,437 MMT CO₂e in 1990 to 6,558 MMT CO₂e in 2019) (EPA 2020).

Figure 4: 2019 U.S. Greenhouse Gas Emissions by Economic Sector

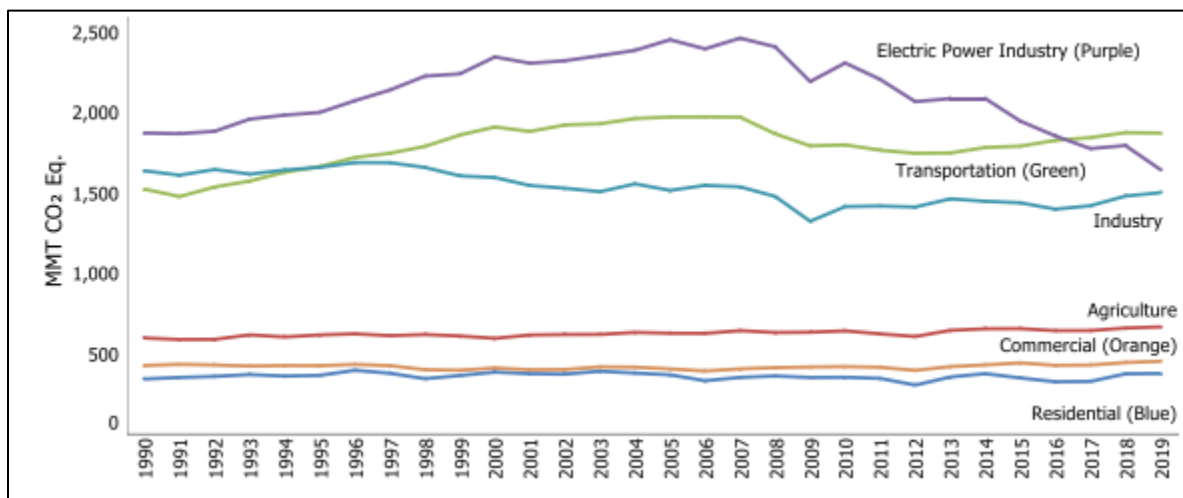


Source: EPA 2020.

Note: Emissions shown do not include carbon sinks such as change in land uses and forestry.

Figure 5 presents the trend in United States GHG emissions by economic sector from 1990 to 2019. Total United States GHG emissions have increased by 1.8 percent from 1990 to 2019.

Figure 5: 2019 U.S. Greenhouse Gas Emissions by Economic Sector

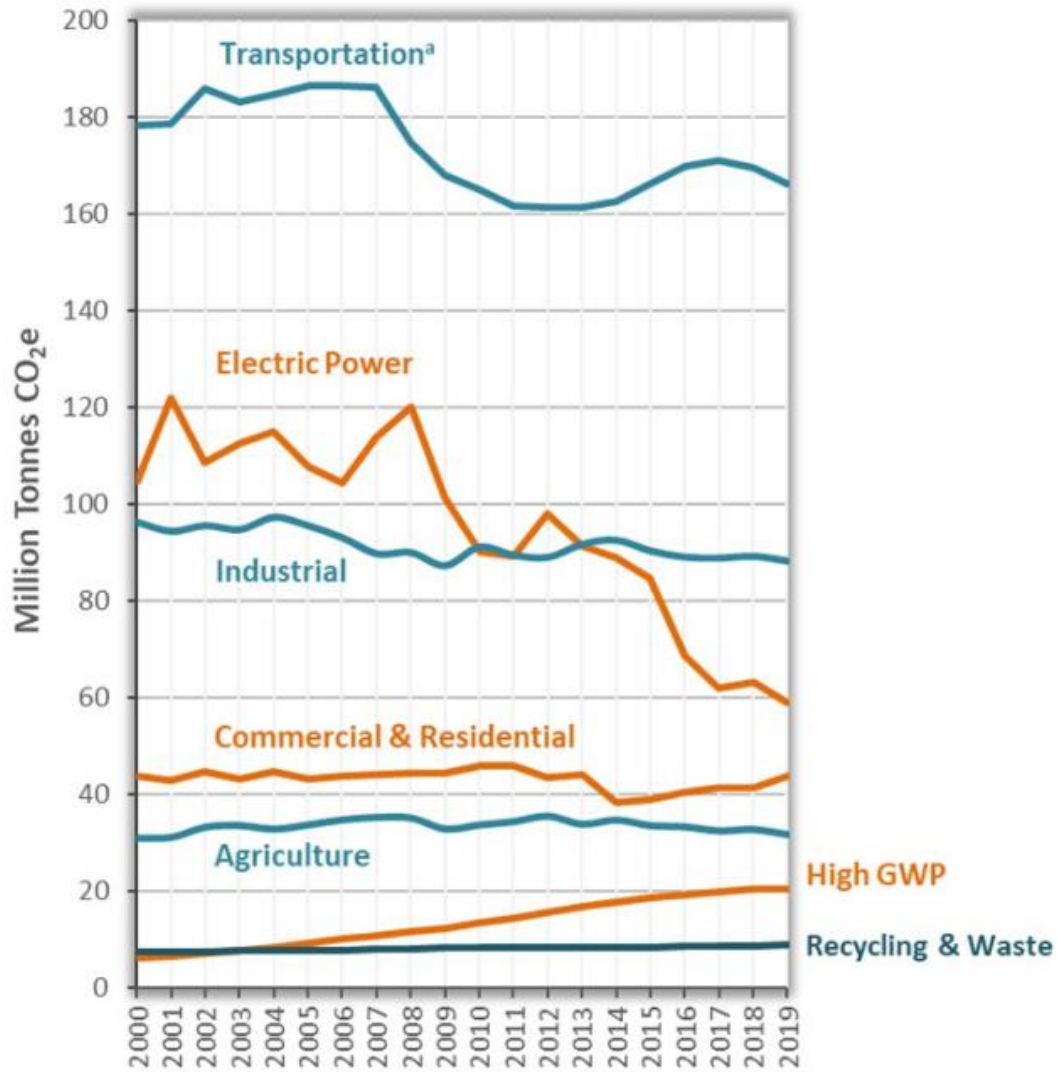


Source: EPA 2021b.

Note: Emissions shown do not include carbon sinks such as change in land uses and forestry.

Figure 6 shows the contributors of GHG emissions in California between years 2000 and 2019 by Scoping Plan category. The main contributor was transportation. The second highest sector in 2019 was industrial, which includes sources from refineries, general fuel use, oil and gas extraction, cement plants, and cogeneration heat output. Emissions from the electricity sector account for 14 percent of the inventory and have shown a substantial decrease in 2019 due to increases in renewables. ARB reported that California’s GHG emissions inventory was 418.2 MMTCO₂e in 2019 (ARB 2021b).

Figure 6: Greenhouse Gas Emission Trends by Scoping Plan Category in California



Source: ARB 2021b.

3.3—Regulatory Environment

3.3.1 - International

International organizations, such as the ones discussed below, have made substantial efforts to reduce GHGs. Preventing human-induced climate change will require the participation of all nations in solutions to address the issue.

Intergovernmental Panel on Climate Change. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change. The panel was tasked with assessing 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 Nations Framework Convention on Climate Change (Convention). On March 21, 1994, the United States 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.

Kyoto Protocol. The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change. 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 average of five percent against 1990 levels over the five-year period from 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°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, along with leaders from the private sector and civil society met at the Climate Summit in New York hosted by the United Nations. 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.

Paris Agreement. Parties to the United Nations 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 in a 4-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 those efforts 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 21st session of the UNFCCC Conference of the Parties, or COP 21. Together, the Paris Agreement and the accompanying COP decision:

- Reaffirm the goal of limiting global temperature increase well below 2 degrees Celsius, 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).

On June 1, 2017, President Trump announced the decision for the United States to withdraw from the Paris Climate Accord (White House 2017) and the United States officially filed its intent to withdraw on November 4, 2019. California remained committed to combating climate change through programs designed to reduce GHGs. Following the 1-year grace period for withdrawal from the Agreement, the United States formally withdrew from the Agreement on November 4, 2020. President Joe Biden rejoined the Agreement on his first day in office, January 20, 2021. The United States officially became a party to the Agreement once again on February 19, 2021, after a mandatory 30-day waiting period (U.S. Department of State 2021).

3.3.2 - Federal Regulations

Prior to the last two decades, there were no concrete federal regulations of GHGs or major planning for climate change adaptation. Since then, federal activity has increased. The following are actions regarding the federal government, GHGs, and fuel efficiency.

Greenhouse Gas Endangerment. *Massachusetts v. EPA* (Supreme Court Case 05-1120) was argued before the United States Supreme Court on November 29, 2006, in which it was petitioned that the EPA regulate four GHGs, including carbon dioxide, under Section 202(a)(1) of the Clean Air Act. A

decision was made on April 2, 2007, in which the Supreme Court found that GHGs are air pollutants covered by the Clean Air Act. The Court held that the 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 Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—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 greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas 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 United States Supreme Court declined to review an Appeals Court ruling upholding the EPA Administrator findings (EPA 2009c).

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 United States. On April 1, 2010, the EPA and the Department of Transportation’s National Highway Safety Administration 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 United States.

The first phase of the national program applies to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of CO₂ per mile, equivalent to 35.5 miles per gallon; that is, if the automobile industry were to meet this CO₂ level solely through fuel economy improvements. Together, these standards would cut CO₂ 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 National Highway Safety Administration 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 (EPA 2012b). These standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and medium duty passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO₂ in model year 2025, which is equivalent to 54.5 miles per gallon 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 and buses on September 15, 2011, which became effective November 14, 2011. For combination tractors, the agencies are

proposing engine and vehicle standards that began in the 2014 model year and achieve up to a 20-percent reduction in CO₂ emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks 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-percent reduction for gasoline vehicles, and a 15-percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively if accounting for air conditioning leakage). For vocational vehicles, the engine and vehicle standards would achieve up to a 10-percent reduction in fuel consumption and CO₂ emissions from the 2014 to 2018 model years.

Mandatory Reporting of Greenhouse Gases. 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 Greenhouse Gases Rule, which became effective January 1, 2010. The rule requires reporting of GHG emissions from large sources and suppliers in the United States, 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 or more per year 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, which will 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 Clean Air Act 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 Clean Air Act, 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 greenhouse gas sources, starting with the largest greenhouse gas 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 greenhouse gas emissions until at least April 30, 2016.

The EPA estimates that facilities responsible for nearly 70 percent 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 Greenhouse Gas Emissions for New Stationary Sources: Electric Utility Generating Units. As required by a settlement agreement, the EPA proposed new performance standards for emissions of carbon dioxide for new, affected, fossil fuel-fired electric utility generating units on March 27, 2012. New sources greater than 25 megawatts would be

required to meet an output based standard of 1,000 pounds of carbon dioxide per megawatt-hour, based on the performance of widely used natural gas combined cycle technology. President Trump signed the Executive Order on Energy Independence (E.O. 13783), which calls for a review of the Clean Power Plan. On October 16, 2017, the EPA issued the proposed rule Repeal of Carbon Pollution Emission Guidelines for Existing Stationary Sources: Electric Utility Generating Units and Energy Independence (EPA 2017).

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. 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 Greenhouse Gas 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 carbon dioxide emissions from power plants, auctions carbon dioxide 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.

The Western Climate Initiative partner jurisdictions have developed a comprehensive initiative to reduce regional GHG emissions to 15 percent below 2005 levels by 2020. The partners are California, British Columbia, Manitoba, Ontario, and Quebec (C2ES 2015b). In 2021, only California and Quebec were participating in the Cap-and-Trade program (WCI 2021).

3.3.3 - California

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 California Global Warming Solutions Act of 2006 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.

AB 32. The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. “Greenhouse gases” as defined under AB 32 include carbon dioxide, methane, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. The ARB is the state agency charged with monitoring and regulating sources of GHGs. 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.

The ARB approved the 1990 GHG emissions level of 427 MMTCO₂e on December 6, 2007 (ARB 2007). Therefore, to meet the State's target, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO₂e. Emissions in 2020 in a BAU scenario were estimated to be 596 MMTCO₂e, which do not account for reductions from AB 32 regulations (ARB 2008a). At that rate, a 28 percent reduction was required to achieve the 427 MMTCO₂e 1990 inventory. In October 2010, ARB prepared an updated 2020 forecast to account for the effects of the 2008 recession and slower forecasted growth. The 2020 inventory without the benefits of adopted regulation is now estimated at 545 MMTCO₂e. Therefore, under the updated forecast, a 21.7 percent reduction from BAU is required to achieve 1990 levels (ARB 2010a).

Calculation of the original 1990 limit approved in 2007 was revised in 2014 using the scientifically updated IPCC AR4 global warming potential values, to 431 MMTCO₂e. ARB approved 431 MMTCO₂e as the 2020 emission limit with the approval of the First Update to the Scoping Plan on May 22, 2014.

Progress in Achieving AB 32 Targets

The State made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress was evident in emission inventories prepared by ARB, which showed that the State inventory dropped below 1990 levels for the first time in 2016 (ARB 2018a). The 2017 Scoping Plan Update includes projections indicating that the State will meet or exceed the 2020 target with adopted regulations (ARB 2017b). In 2019, emissions from GHG emitting activities statewide were 418.2 MMTCO₂e, 7.2 MMTCO₂e lower than 2018 levels and almost 13 MMTCO₂e below the 2020 GHG Limit of 431 MMTCO₂e (ARB 2021b).

ARB 2008 Scoping Plan. The ARB'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 (ARB 2008). 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 percent;
- 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 Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State’s long-term commitment to AB 32 implementation.

Cap-and-Trade Program. The Cap-and-Trade Program is a key element of the Scoping Plan. It sets a statewide limit on sources responsible for 85 percent of California’s GHG emissions, and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The program is designed to provide covered entities the flexibility to seek out and implement the lowest cost options to reduce emissions. The program conducted its first auction in November 2012. Compliance obligations began for power plants and large industrial sources in January 2013. Other significant milestones include linkage to Quebec’s Cap-and-Trade system in January 2014 and starting the compliance obligation for distributors of transportation fuels, natural gas, and other fuels in January 2015 (ARB 2015d).

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 guaranteed only on an accumulative basis. As summarized by ARB 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 (ARB 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 percent [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 percent 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 ARB 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 (ARB 2014).

AB 398. The Governor signed AB 398 on July 25, 2017 to extend the Cap-and-Trade Program to 2030. The legislation includes provisions to ensure that offsets used by sources are limited to 4 percent of their compliance obligation from 2021 through 2025 and 6 percent from 2026 through 2030. AB 398 also prevents Air Districts from adopting or implementing emission reduction rules from stationary sources that are also subject to the Cap-and-Trade Program (CAR 2017).

SB 32. The Governor signed SB 32 on September 8, 2016. SB 32 now gives ARB the statutory responsibility to include the 2030 target previously contained in Executive Order B-30-15 in the 2017 Scoping Plan Update. SB 32 states that "In adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by this division, the state [air resources] board shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030." The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017. The major elements of the framework proposed to achieve the 2030 target are as follows:

1. SB 350
 - Achieve 50 percent Renewables Portfolio Standard (RPS) by 2030.
 - Doubling of energy efficiency savings by 2030.
2. Low Carbon Fuel Standard (LCFS)
 - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
3. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
 - Maintaining existing GHG standards for light- and heavy-duty vehicles.
 - Put 4.2 million zero-emission vehicles (ZEVs) on the roads.
 - Increase ZEV buses, delivery and other trucks.
4. Sustainable Freight Action Plan
 - Improve freight system efficiency.
 - Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
 - Deploy over 100,000 zero-emission trucks and equipment by 2030.

5. Short-Lived Climate Pollutant (SLCP) Reduction Strategy
 - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
 - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.
6. SB 375 Sustainable Communities Strategies
 - Increased stringency of 2035 targets.
7. Post-2020 Cap-and-Trade Program
 - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
 - ARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements. In Fall 2016, ARB staff described potential future amendments including reducing the offset usage limit, redesigning the allocation strategy to reduce free allocation to support increased technology and energy investment at covered entities and reducing allocation if the covered entity increases criteria or toxics emissions over some baseline.
8. 20 percent reduction in greenhouse gas emissions from the refinery sector.
9. By 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink (ARB 2017b).

2022 Scoping Plan and AB 1279. ARB adopted the 2022 Scoping Plan on December 16, 2022 that addresses long-term GHG goals set forth by AB 1279.¹ The 2022 Scoping Plan outlines the State's pathway to achieve carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045. Unlike the 2017 Scoping Plan Update, ARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy consistent with CEQA Guidelines section 15183.5.

The key elements of ARB's 2022 Scoping Plan focus on the transportation sector, where reductions are primarily influenced by regulations at the state level. Under the 2022 Scoping Plan, the State will lead efforts to meet the 2045 carbon neutrality goal through implementation of the following objectives (ARB 2022a):

- Reimagine roadway projects that increase VMT in a way that meets community needs and reduces the need to drive.
- Double local transit capacity and service frequencies by 2030.
- Complete the High-Speed Rail (HSR) System and other elements of the intercity rail network by 2040.
- Double local transit capacity and service frequencies by 2030.
- Complete the High-Speed Rail (HSR) System and other elements of the intercity rail network by 2040.
- Expand and complete planned networks of high-quality active transportation infrastructure.
- Increase availability and affordability of bikes, e-bikes, scooters, and other alternatives to light-duty vehicles, prioritizing needs of underserved communities.

¹ The Final 2022 Scoping Plan was released on November 16, 2022 and adopted by ARB on December 16, 2022.

- Shift revenue generation for transportation projects away from the gas tax into more durable sources by 2030.
- Authorize and implement roadway pricing strategies and reallocate revenues to equitably improve transit, bicycling, and other sustainable transportation choices.
- Prioritize addressing key transit bottlenecks and other infrastructure investments to improve transit operational efficiency over investments that increase VMT.
- Develop and implement a statewide transportation demand management (TDM) framework with VMT mitigation requirements for large employers and large developments.
- Prevent uncontrolled growth of autonomous vehicle (AV) VMT, particularly zero-passenger miles.
- Channel new mobility services towards pooled use models, transit complementarity, and lower VMT outcomes.
- Establish an integrated statewide system for trip planning, booking, payment, and user accounts that enables efficient and equitable multimodal systems.
- Provide financial support for low-income and disadvantaged Californians' use of transit and new mobility services.
- Expand universal design features for new mobility services.
- Accelerate infill development in existing transportation-efficient places and deploy strategic resources to create more transportation-efficient locations.
- Encourage alignment in land use, housing, transportation, and conservation planning in adopted regional plans (RTP/SCS and RHNA) and local plans (e.g., general plans, zoning, and local transportation plans).
- Accelerate production of affordable housing in forms and locations that reduce VMT and affirmatively further fair housing policy objectives.
- Reduce or eliminate parking requirements (and/or enact parking maximums, as appropriate) and promote redevelopment of excess parking, especially in infill locations.
- Preserve and protect existing affordable housing stock and protect existing residents and businesses from displacement and climate risk.

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, ARB identifies several recommendations and strategies that should be considered for new development to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on residential and mixed-use projects. Specifically, ARB states:

"The recommendations outlined in this section apply only to residential and mixed-use development project types. California currently faces both a housing crisis and a climate crisis, which necessitates prioritizing recommendations for residential projects to address the housing crisis in a manner that simultaneously supports the State's GHG and regional air quality goals. CARB plans to continue to explore new approaches for other land use types in the future." (Page 21 of Appendix D to the 2022 Scoping Plan)

Considering the information summarized above, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development. **SB 375—The Sustainable Communities and Climate Protection Act of 2008.** SB 375 was signed into law on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent 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: (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.

Concerning CEQA, SB 375—as codified in Public Resources Code Section 21159.28—states that CEQA findings determinations 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 the ARB accepts as achieving the greenhouse gas emission reduction targets;
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies); and
3. Incorporates the mitigation measures required by an applicable prior environmental document.

AB 1493 Pavley Regulations and Fuel Efficiency Standards. California AB 1493, enacted on July 22, 2002, required the ARB 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 by the U.S. District Court for the District of Columbia in 2011 (ARB 2013d).

The standards were phased in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards resulted in an approximately 22 percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards resulted in about a 30 percent 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 (ARB 2013e).

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program referred to as 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 percent from 2016 levels by 2025. The rules will

reduce pollutants from 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, and hydrogen fuel cell cars. The regulations will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California (ARB 2017d).

SB 1368—Emission Performance Standards. In 2006, the State Legislature adopted SB 1368, which was subsequently signed into law by the governor. SB 1368 directs the California Public Utilities Commission to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 lbs. CO₂ per megawatt-hour (MWh).

SB 1078—Renewable Electricity Standards. On September 12, 2002, Governor Gray Davis signed SB 1078, requiring California to generate 20 percent of its electricity from renewable energy by 2017. SB 1078 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the ARB (Executive Order S-21-09) to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. The ARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. In 2011, the state legislature adopted this higher standard in SB X1-2. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas.

SB 350—Clean Energy and Pollution Reduction Act of 2015. The legislature approved and the governor then signed SB 350 on October 7, 2015, 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 electric vehicle charging stations. Provisions for a 50 percent 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 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent 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 (ISO) to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (California Leginfo 2015).

SB 100—California Renewables Portfolio Standard Program. The Governor approved SB 100 on September 10, 2018. The legislation revised the Renewable Portfolio Standard goals to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. The bill would require 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 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030 (California Leginfo 2018).

SBX 7-7—The Water Conservation Act of 2009. The legislation directs urban retail water suppliers to set individual 2020 per capita water use targets and begin implementing conservation measures to achieve those goals. Meeting this statewide goal of 20 percent decrease in demand was projected to result in a reduction of almost 2 million acre-feet in urban water use in 2020.

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

- By 2010, reduce greenhouse gas emissions to 2000 levels.
- By 2020, reduce greenhouse gas emissions to 1990 levels.
- By 2050, reduce greenhouse gas emissions to 80 percent 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.

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 percent 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 executive order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050, and directs the ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMTCO_{2e}. The executive 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 executive order is not legally enforceable against local governments and the private sector. Legislation that would update AB 32 to provide post-2020 targets was signed by the

Governor in 2016. SB 32 includes a 2030 mandate matching the requirements of the Executive Order.

Executive Order S-01-07—Low Carbon Fuel Standard. 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 percent by 2020. In particular, the executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, the ARB, 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 California Energy Commission on December 24, 2007) and was submitted to ARB for consideration as an “early action” item under AB 32. The ARB adopted the Low Carbon Fuel Standard on April 23, 2009.

The Low Carbon Fuel Standard was subject to legal challenge in 2011. Ultimately, ARB 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 fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. The Office of Administrative Law (OAL) approved the regulation on November 16, 2015 (ARB 2015e). The regulation was amended in 2018 to strengthen and smooth carbon intensity benchmarks through 2030, in-line with GHG reduction target enacted through SB 32.

ARB passed the Advanced Clean Fleets Regulations in 2020 and aims to transform California’s medium- and heavy-duty diesel-fueled truck fleets to zero-emission vehicles in less than 20 years (ARB 2022b).

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 (California Natural Resources Agency 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-55-18. Executive Order B-55-18 issued by Governor Brown on September 10, 2018 establishes a new statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative emissions thereafter. The executive order directs ARB to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal (Brown 2018).

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 Appliance Efficiency Regulations. California Code of Regulations, 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. Twenty-three categories of appliances are included in the scope of these regulations including lighting, air conditioning, and most home appliances. 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 2018a).

Title 24 Energy Efficiency Standards. California Code of Regulations Title 24 Part 6: 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; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020 (CEC 2018b). The 2022 Standards went into effect January 1, 2023.

Title 24 California Green Building Standards Code (California Code of Regulations Title 24, Part 11 code) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect January 1, 2011. The code is updated on a regular basis, with the most recent update consisting of the 2016 California Green Building Code Standards that became effective January 1, 2017. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy, which is generally enforced by the local building official.

The California Green Building Standards Code (California Code of Regulations Title 24, Part 11 code) requires:

- **Short-term bicycle parking.** If a commercial project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack (5.106.4.1.1).

- **Long-term bicycle parking.** For buildings with over 10 tenant-occupants, provide secure bicycle parking for five percent of tenant-occupied motorized vehicle parking capacity, with a minimum of one space (5.106.4.1.2).
- **Designated parking.** Provide designated parking in commercial projects 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).
- **Recycling by Occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling. (5.410.1).
- **Construction waste.** A minimum 50-percent diversion of construction and demolition waste from landfills, increasing voluntarily to 65 and 80 percent for new homes and 80-percent for commercial projects. (5.408.1, A5.408.3.1 [nonresidential], A5.408.3.1 [residential]). All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled (5.408.3).
- **Wastewater reduction.** Each building shall reduce the generation of wastewater by one of the following methods:
 1. The installation of water-conserving fixtures or
 2. Using nonpotable water systems (5.303.4).
- **Water use savings.** Twenty percent mandatory reduction in indoor water use with voluntary goal standards for 30, 35, and 40 percent reductions (5.303.2, A5303.2.3 [nonresidential]).
- **Water meters.** Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day (5.303.1).
- **Irrigation efficiency.** Moisture-sensing irrigation systems for larger landscaped areas (5.304.3).
- **Materials pollution control.** Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard (5.404).
- **Building commissioning.** Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies (5.410.2).

Model Water Efficient Landscape Ordinance. The Model Water Efficient Landscape Ordinance (Ordinance) was required by AB 1881 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 percent consistent with (SBX-7-7) 2020 mandate are expected for the ordinance. Governor Brown's Drought Executive Order of April 1, 2015 (EO B-29-15) directed DWR to update the ordinance through expedited regulation. The California Water Commission approved the revised ordinance on July 15, 2015, which became effective on December 15, 2015. New development projects that include landscaped areas of 500 square feet 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
- Reporting requirements for local agencies.

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 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 Office of Planning and Research pursuant to subdivision (a).”

Section 15064.4(b) of the CEQA Guidelines provides direction for lead agencies for assessing the significance of impacts of GHG emissions:

- The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project’s incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project’s consistency with the State’s long-term climate goals or strategies, provided that substantial evidence supports the agency’s analysis of how those goals or strategies address the project’s incremental contribution to climate change and its conclusion that the project’s incremental contribution is not cumulatively considerable.

Section 15064.4(c) states that a lead agency may use a model or methodology to estimate greenhouse gas 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.

The CEQA Guidelines include the following discussion regarding thresholds of significance.

- (d) Using environmental standards as thresholds of significance promotes consistency in significance determinations and integrates environmental review with other environmental program planning and regulation. Any public agency may adopt

or use an environmental standard as a threshold of significance. In adopting or using an environmental standard as a threshold of significance, a public agency shall explain how the particular requirements of that environmental standard reduce project impacts, including cumulative impacts, to a level that is less than significant, and why the environmental standard is relevant to the analysis of the project under consideration. For the purposes of this subdivision, an “environmental standard” is a rule of general application that is adopted by a public agency through a public review process and that is all of the following:

- (1) a quantitative, qualitative or performance requirement found in an ordinance, resolution, rule, regulation, order, plan or other environmental requirement;
- (2) adopted for the purpose of environmental protection;
- (3) addresses the environmental effect caused by the project; and,
- (4) applies to the project under review.

In addition, the CEQA Appendix G Checklist questions include a question specifically on energy conservation, which focuses on potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

CEQA emphasizes that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA’s requirements for cumulative impacts analysis (see CEQA Guidelines Section 15130(f)).

California Supreme Court GHG Ruling

A November 30, 2015 ruling, the *California Supreme Court in Center for Biological Diversity (CBD) v. California Department of Fish and Wildlife (CDFW)* on the Newhall Ranch project, concluded that whether the project was consistent with meeting statewide emission reduction goals is a legally permissible criterion of significance, but the significance finding for the project was not supported by a reasoned explanation based on substantial evidence. The Court offered potential solutions to address this issue summarized below.

Specifically, the Court advised that:

- **Substantiation of Project Reductions from BAU.** A lead agency may use a BAU comparison based on the Scoping Plan’s methodology if it also substantiates the reduction a particular project must achieve to comply with statewide goals. The Court suggested a lead agency could examine the “data behind the Scoping Plan’s business-as-usual model” to determine the necessary project-level reductions from new land use development at the proposed location (p. 25).
- **Compliance with Regulatory Programs or Performance Based Standards.** “A lead agency might assess consistency with A.B. 32’s goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities. (See Final Statement of Reasons, *supra*, at p. 64 [greenhouse gas emissions ‘may be best analyzed and mitigated at a programmatic level.’].) To the extent a project’s design features comply with or exceed the regulations outlined in the Scoping Plan and adopted by the Air

Resources Board or other state agencies, a lead agency could appropriately rely on their use as showing compliance with ‘performance based standards’ adopted to fulfill ‘a statewide . . . plan for the reduction or mitigation of greenhouse gas emissions.’ (CEQA Guidelines § 15064.4(a)(2), (b)(3); see also id., § 15064(h)(3) [determination that impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including ‘plans or regulations for the reduction of greenhouse gas emissions’].)” (p. 26).

- **Compliance with GHG Reduction Plans or Climate Action Plans (CAPs).** A lead agency may utilize “geographically specific GHG emission reduction plans” such as climate action plans or greenhouse gas emission reduction plans to provide a basis for the tiering or streamlining of project-level CEQA analysis (p. 26).
- **Compliance with Local Air District Thresholds.** A lead agency may rely on “existing numerical thresholds of significance for greenhouse gas emissions” adopted by, for example, local air districts (p. 27).

3.3.4 - San Joaquin Valley Air Pollution Control District

Climate Change Action Plan

On August 21, 2008, the SJVAPCD Governing Board approved a proposal called the Climate Change Action Plan (CCAP). The CCAP began with a public process bringing together stakeholders, land use agencies, environmental groups, and business groups to conduct public workshops to develop comprehensive policies for CEQA guidelines, a carbon exchange bank, and voluntary GHG emissions mitigation agreements for the Board’s consideration. The CCAP contains the following goals and actions:

- Develop GHG significance thresholds to address CEQA projects with GHG emission increases.
- Develop the San Joaquin Valley Carbon Exchange for banking and trading GHG reductions.
- Authorize use of the SJVAPCD’s existing inventory reporting system to allow use for GHG reporting required by AB 32 regulations.
- Develop and administer GHG reduction agreements to mitigate proposed emission increases from new projects.
- Support climate protection measures that reduce greenhouse gas emissions as well as toxic and criteria pollutants. Oppose measures that result in a significant increase in toxic or criteria pollutant emissions in already impacted areas.

On December 17, 2009, the SJVAPCD Governing Board adopted “Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA,” and the policy “District Policy—Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency.” The SJVAPCD concluded that the existing science is inadequate to support quantification of the impacts that project-specific GHG emissions have on global climatic change. The SJVAPCD found the effects of project-specific emissions to be cumulative, and without mitigation, their incremental contribution to global climatic change could be considered cumulatively considerable. The SJVAPCD found that this cumulative impact is best addressed by

requiring all projects to reduce their GHG emissions, whether through project design elements or mitigation.

The SJVAPCD's approach is intended to streamline the process of determining if project-specific GHG emissions would have a significant effect. Projects exempt from the requirements of CEQA, and projects complying with an approved plan or mitigation program, would be determined to have a less than significant cumulative impact. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources, and must have a certified final CEQA document.

For non-exempt projects, those projects for which there is no applicable approved plan or program, or those projects not complying with an approved plan or program, the lead agency must evaluate the project against performance-based standards and would require the adoption of design elements, known as a Best Performance Standard, to reduce GHG emissions. The Best Performance Standards (BPS) have not yet fully been established, though they must be designed to achieve a 29 percent reduction when compared with the BAU projections identified in ARB's AB 32 Scoping Plan.

BAU represents the emissions that would occur in 2020 if the average baseline emissions during the 2002–2004 period were grown to 2020 levels, without control. Thus, these standards would carry with them pre-quantified emissions reductions, eliminating the need for project-specific quantification. Therefore, projects incorporating BPS would not require specific quantification of GHG emissions, and automatically would be determined to have a less than significant cumulative impact for GHG emissions.

For stationary source permitting projects, BPS means, "The most stringent of the identified alternatives for control of GHG emissions, including type of equipment, design of equipment and operational and maintenance practices, which are achieved-in-practice for the identified service, operation, or emissions unit class." The SJVAPCD has identified BPS for the following sources: boilers; dryers and dehydrators; oil and gas extraction; storage, transportation, and refining operations; cogeneration; gasoline dispensing facilities; volatile organic compound control technology; and steam generators.

For development projects, BPS means, "Any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual."

Projects not incorporating BPS would require quantification of GHG emissions and demonstration that BAU GHG emissions have been reduced or mitigated by 29 percent. As stated earlier, ARB's adjusted inventory reduced the amount required by the State to achieve 1990 emission levels from 29 percent to 21.7 percent to account for slower growth experienced since the 2008 recession. According to SJVAPCD guidance, quantification of GHG emissions would be required for all projects for which the lead agency has determined that an environmental impact report is required, regardless of whether the project incorporates BPS. The SJVAPCD has not yet adopted BPS for development projects, so quantification of project emissions is required if these thresholds are applied. The SJVAPCD has not updated its guidance to address SB 32 2030 targets.

San Joaquin Valley Carbon Exchange

The SJVAPCD initiated work on the San Joaquin Valley Carbon Exchange in November 2008. The purpose of the carbon exchange is to quantify, verify, and track voluntary GHG emissions reductions generated within the San Joaquin Valley. However, the SJVAPCD has pursued an alternative strategy that incorporates the GHG emissions into its existing Rule 2301—Emission Reduction Credit Offset Banking that formerly only addressed criteria pollutants. The SJVAPCD is also participating with the California Air Pollution Control Officers Association (CAPCOA), of which it is a member, in the CAPCOA Greenhouse Gas Reduction Exchange (GHG Rx). The GHG Rx is operated cooperatively by air districts that have elected to participate. Participating districts have signed a Memorandum of Understanding (MOU) with CAPCOA and agree to post only those credits that meet the Rx standards for quality. The objective is to provide a secure, low-cost, high-quality greenhouse gas exchange for credits created in California. The GHG Rx is intended to help fulfill compliance obligations or mitigation needs of local projects subject to environmental review, reducing the uncertainty of using credits generated in distant locations. The SJVAPCD currently has no credits posted to the GHG Rx website as of this writing (CAPCOA 2021a).

Rule 2301

While the Climate Change Action Plan indicated that the GHG emission reduction program would be called the San Joaquin Valley Carbon Exchange, the District incorporated a method to register voluntary GHG emission reductions into its existing Rule 2301—Emission Reduction Credit Banking through amendments of the rule. Amendments to the rule were adopted on January 19, 2012. The purposes of the amendments to the rule include the following:

- Provide an administrative mechanism for sources to bank voluntary GHG emission reductions for later use.
- Provide an administrative mechanism for sources to transfer banked GHG emission reductions to others for any use.
- Define eligibility standards, quantitative procedures, and administrative practices to ensure that banked GHG emission reductions are real, permanent, quantifiable, surplus, and enforceable.

Tulare County Association of Governments

Regional Transportation Plan

Tulare County Association of Governments (TCAG) is the Metropolitan Planning Organization (MPO) for Tulare County and has responsibilities as Tulare County's Council of Governments (COG), transportation authority, and the Regional Transportation Planning Agency (RTPA).

The Regional Transportation Plan (RTP) is a long-range plan that every MPO is required to complete. The plan is meant to provide a long-range, fiscally constrained guide for the future of Tulare County's transportation system. The 2018 RTP plan extends to the year 2042 in its scope. As required by the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), the 2018 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) contains a Sustainable Communities Strategy that considers both land use and transportation together in a single,

integrated planning process that accommodates regional housing needs and projected growth (TCAG 2021). The 2018 RTP/SCS meets the requirements of SB 375 and demonstrates how the integrated land use and transportation plan achieves the region's mandated GHG emission targets for passenger vehicles.

3.3.5 - Local

The City of Visalia included a Climate Action Plan (CAP) as part of the General Plan Update that incorporates strategies that would help reduce GHG emissions associated with development projects.

City of Visalia General Plan

The City of Visalia General Plan includes numerous policies aimed at reducing and controlling GHG emissions. The General Plan policies included in the *Air Quality and Greenhouse Gases* chapter to support the City's objective to reduce emissions of GHGs that contribute to climate change in accordance with federal and state law (AQ-O-3) are listed below.

AQ-P-12, AQ-P-13, and

- **AQ-P-14.** Promote and expand the trip-reduction program for City employees to reduce air pollution and emissions of greenhouse gas.
The program may include carpooling and ridesharing; reimbursement of transit costs; encouragement of flexible work schedules, telecommuting, and teleconferencing.
- **AQ-P-15.** Maintain an inventory of greenhouse gas emissions from City operations and track related solid waste, energy, economic, and environmental data. Update the inventory periodically as additional data and methodologies become available.
- **AQ-P-16.** Support State efforts to reduce greenhouse gases and emissions through local action that will reduce motor vehicle use, support alternative forms of transportation, require energy conservation in new construction, and energy management in public buildings, in compliance with AB 32.
By proposing compact development, mixed-use centers, walkable neighborhoods, green building technology, and jobs-housing balance, the City will be helping to implement many of the strategies and programs in the San Joaquin Valley 2007 Ozone Plan.
- **AQ-P-17.** Prepare and adopt a Climate Action Plan that incorporates a Greenhouse Gas (GHG) Emissions Reduction Plan. The GHG Emissions Reduction Plan will quantify current and anticipated future emissions and focus on feasible actions the City can take to minimize the adverse impacts of General Plan implementation on climate change and air quality.

City of Visalia General Plan Environmental Impact Report (EIR)

The General Plan EIR relies on General Plan goals and policies to mitigate GHG emissions to the extent feasible. Many of the policies are applicable at a city level and are only applicable to municipal operations, while those applicable to community development projects would apply to individual development projects through compliance with regulations. General Plan policies listed in the EIR section are provided below.

- **T-P-20.** Work with major employers and the Tulare County Association of Governments (TCAG) to reduce total vehicle miles traveled [VMT] and the total number of daily and peak hour vehicle trips and provide better utilization of the transportation system through development and implementation of Transportation Demand Management (TDM) strategies that are tailored to the needs of geographic areas within the city and the time period of traffic congestion.

These may include the implementation staggered work hours, utilization of telecommunications, increased use of ridesharing in the public and private sectors, and provision for bicyclists.

- **T-P-41.** Integrate the bicycle transportation system into new development and infill redevelopment. Development shall provide short term bicycle parking and long term bicycle storage facilities, such as bicycle racks, stocks, and rental bicycle lockers. Development also shall provide safe and convenient bicycle and pedestrian access to high activity land uses such as schools, parks, shopping, employment, and entertainment centers.
- **T-P-53.** Develop flexible parking requirements in the zoning ordinance for development proposals based on “best practices” and the proven potential to reduce parking demand. These could include projects that integrate transit facilities, incorporate a mix of uses with differing peak parking demand periods (e.g., residential and office), incorporate shared parking or common area parking, or incorporate other Transportation Demand Management (TDM) Strategies for residents or tenants (car-sharing, requiring paid parking, etc.).
- **T-P-67.** Participate in the planning process for a potential Cross Valley Rail Line, which could provide east-west light rail service from Visalia to Huron and potentially connect to a future High Speed Rail system.
- **T-P-77.** Work with TCAG to ensure that the Regional Transportation Plan (RTP) and Sustainable Communities Strategy are consistent with Visalia’s Land Use and Transportation policies.
- **AQ-P-13.** Where feasible, replace City vehicles with those that employ low-emission technology.
- **AQ-P-12.** Support the implementation of Voluntary Emissions Reduction Agreements (VERA) with the San Joaquin Valley Air Pollution Control District (the District) for individual development projects that may exceed District significance thresholds.
A VERA is a voluntary mitigation measure where a project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emissions reduction projects, with the District serving a role of administrator of emissions reduction programs and verifier of successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project-specific emissions by providing funds for the District’s Strategies and Incentives Program The funds are disbursed in the form of grants for projects that achieve emission reductions.
- **AQ-P-14.** Promote and expand the trip-reduction program for City employees to reduce air pollution and emissions of greenhouse gas. The program may include carpooling and ridesharing; reimbursement of transit costs; encouragement of flexible work schedules, telecommuting, and teleconferencing.
- **AQ-P-15.** Maintain an inventory of greenhouse gas emissions from City operations and track related solid waste, energy, economic, and environmental data. Update the inventory periodically as additional data and methodologies become available.

- **AQ-P-16.** Support State efforts to reduce greenhouse gases and emissions through local action that will reduce motor vehicle use, support alternative forms of transportation, require energy conservation in new construction, and energy management in public buildings, in compliance with AB 32.

By proposing compact development, mixed-use centers, walkable neighborhoods, green building technology, and jobs-housing balance, the City will be helping to implement many of the strategies and programs in the San Joaquin Valley 2007 Ozone Plan.

Visalia Climate Action Plan

Visalia's 2013 CAP includes a baseline GHG emissions inventory of municipal and community emissions, identification and analysis of existing and proposed GHG reduction measures, and reduction targets to help Visalia work toward the State's goal of an 80 percent reduction below baseline emissions by 2050. The plan sets 2020 and 2030 reduction targets, and it includes reduction actions for energy, transportation, and waste and resource conservation. The CAP includes targets and action steps for the municipal and community sectors. The CAP was prepared concurrently with the General Plan, with an environmental review conducted through the EIR prepared for the General Plan. The CAP includes objectives and specific policies from the proposed General Plan to address long-term emissions reduction efforts by the City.

The CAP provides the following reduction targets for Visalia's community and municipal sectors based on the baseline year emissions and emissions projections estimates:

- A reduction target of 15% below 2005 baseline year level by 2020 (*selected to be in-line with ARB's recommended reduction targets*)
- A reduction target of 30% below 2005 baseline year level by 2030 (*strategy consistent with Executive Order S-3-05*)

Visalia's Climate Change Initiatives

In January 2007, Visalia's mayor signed the "Cool Cities" pledge, part of the U.S. Mayors Climate Protection Agreement. By entering into this agreement, the City has adopted the goal of reducing citywide GHG emissions to 7% below 1990 levels by 2012. As detailed in the CAP, this goal was subsequently expanded in response to ARB's recommended reduction target of 15% below the 2005 baseline, and the City added a 2030 mitigation target to correlate with the 2030 General Plan Update and the goal of achieving an 80% reduction by 2050. In 2008, the City also became a partner with the San Joaquin Valley Clean Energy Organization, which is a non-profit serving the eight-county region. This partnership led to the development of the Valley Innovative Energy Watch: a partnership with Southern California Edison (SCE), Southern California Gas Company (SoCalGas), Pacific Gas & Electric (PG&E), San Joaquin Valley Clean Energy Organization, and other public jurisdictions in Kings/Tulare Counties. One major task in this initiative was assisting each of the local government partners to develop comprehensive clean energy/GHG reduction plans, including the identification of baseline GHG emissions and energy use.

SECTION 4: MODELING PARAMETERS AND ASSUMPTIONS

4.1—Model Selection and Guidance

Air pollutant emissions can be estimated by using emission factors and a level of activity. Emission factors represent the emission rate of a pollutant given the activity over time; for example, grams of NO_x per horsepower-hour or grams of NO_x per vehicle mile traveled. The ARB has published emission factors for on-road mobile vehicles/trucks in the Emission FACTors Model (EMFAC) mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity and outputs the emissions for the various pieces of equipment.

The California Emissions Estimator Model (CalEEMod) was developed by the South Coast Air Quality Management District in cooperation with other air districts throughout the State. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with construction and operation from a variety of land uses. The CalEEMod, version 2020.4.0, was launched on June 1, 2021, as part of a coordinated effort between air districts throughout California, California Air Pollution Control Officers Association (CAPCOA), and Trinity Consultants. CalEEMod version 2020.4.0 was the most recent adopted version of CalEEMod at the time emissions were estimated. The web-based version of CalEEMod (CalEEMod 2022.1) is currently available; however, SJVAPCD is accepting the use of either CalEEMod version 2020.4.0 or the web-based version at the time the latest revisions were made this technical report (March 14, 2023). Furthermore, CalEEMod version 2020.4.0 remains the most appropriate model, as it was the most recently approved model available at the time the analysis was initiated and the most recently approved model available at the time the Notice of Preparation (NOP) for the environmental review of the Specific Plan was issued.

The modeling follows SJVAPCD guidance where applicable from its GAMAQI. The models used in this analysis are summarized as follows:

- Construction emissions: CalEEMod, version 2020.4.0
- Operational emissions: CalEEMod, version 2020.4.0
- Dispersion Model: American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD), version 22112
- ARB's Hotspots Analysis and Reporting Program (HARP2) Air Dispersion and Modeling and Risk Tool (ADMRT)
- DPM Emission Factors: ARB's Emission FACTor (EMFAC) Model 2021
- Fuel Efficiency: ARB's EMFAC Model 2017 (consistent with emission factors used to inform CalEEMod, version 2020.4.0)

4.2—Air Pollutants and GHGs Assessed

4.2.1 - Criteria Pollutants Assessed

The following air pollutants are assessed in this analysis:

- Reactive organic gases (ROG)
- Nitrogen oxides (NO_x)
- Carbon monoxide (CO)
- Sulfur dioxide (SO₂)
- Particulate matter less than 10 microns in diameter (PM₁₀)
- Particulate matter less than 2.5 microns in diameter (PM_{2.5})

Note that the project would emit ozone precursors ROG and NO_x. However, the project would not directly emit ozone, since it is formed in the atmosphere during the photochemical reaction of ozone precursors. Other criteria pollutants such as vinyl chloride, hydrogen sulfide, lead, and sulfates were not included because of their low levels of emissions from the project.

As noted previously, the project would emit ultrafine particles. However, there is currently no standard separate from the PM_{2.5} standards for ultrafine particles and there is no accepted methodology to quantify or assess the significance of such particles.

4.2.2 - Greenhouse Gases Assessed

This analysis is restricted to GHGs identified by AB 32, which include carbon dioxide, methane, nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The project would generate a variety of GHGs, including several defined by AB 32 such as carbon dioxide, methane, and N₂O.

The project may emit GHGs that are not defined by AB 32. For example, the project may generate aerosols through emissions of DPM from the vehicles and trucks that would access the project site. Aerosols are short-lived particles, as they remain in the atmosphere for about one week. Black carbon is a component of aerosol. Studies have indicated that black carbon has a high global warming potential (IPCC 2007a).

Water vapor could be emitted from evaporated water used for landscaping, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities.

The project would emit nitrogen oxides and volatile organic compounds, which are ozone precursors. Ozone is a GHG; however, unlike the other GHGs, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain GHGs defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

4.3—Construction Modeling Assumptions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-

site and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM₁₀) from disturbed soil. Additionally, paving operations and application of architectural coatings would release VOC emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM₁₀ and PM_{2.5}).

4.3.1 - Project Schedule

The project was assumed to be built in two phases, with Phase 1 construction activities to begin as early as the fourth quarter of 2022 or early 2023. Timing of project buildout was based on the project-specific information provided in Section 1.2-Project Description. As previously noted, actual buildout timing is subject to market conditions. The use of an earlier construction schedule in this analysis represents a conservative estimate of emissions, as emissions resulting from construction equipment and vehicle use are expected to decrease over time due to turnover and other factors. Overall CalEEMod default HP hours were retained. In instances where the CalEEMod default schedule was modified for ground-up construction to reflect the anticipated buildout schedule, equipment usage was proportionally modified to retain the overall HP hours. Full assumptions are provided and summarized in Appendix A.

Table 9: Summary of Construction Schedule Assumptions Used in the Analysis

| CalEEMod Run | Construction Activities | Development | Total Acreage* | Number of Units | Construction Schedule Used to Estimate Emissions | |
|---|---|---|----------------|-----------------|--|------------------|
| | | | | | Start Date | End Date |
| Phase 1 | | | | | | |
| Phase 1, Tier 1 Multifamily Residential | Site Preparation, Grading Building Construction, Paving, and Architectural Coating | High Density Residential (APN: 077-100-088) | 9.7 | 146 | 10/1/2022 | 12/13/2024 |
| Phase 1, Tier 2 Multifamily Residential | Site Preparation, Grading, Building Construction, Paving, and Architectural Coating | High Density Residential (APN: 077-100-105) | 29.3 | 440 | 12/14/2024 | 5/29/2026 |
| | | Medium Density Residential | 9.1 | 91 | | |
| Phase 1 Single-family Residential | Site Preparation, Grading, Building Construction, Paving, Architectural Coating | Low Density Residential** | 100.9 | 505 | 10/1/2022 | 2/16/2028 |
| Phase 1 Commercial Mixed Use | Site Preparation, Grading, Building Construction, Paving, and Architectural Coating | Commercial Mixed Use | 28.7 | N/A | 12/14/2024 | 2/26/2027 |
| Phase 1 Total | | | 177.7 | 1,182 | 10/1/2022 | 2/16/2028 |

| Phase 2 | | | | | | |
|--|---|----------------------------------|--------------|-----------------|------------------|-----------------|
| Phase 2 Multifamily Residential | Site Preparation, Grading, Building Construction, Paving, and Architectural Coating | High Density Residential | 21.7 | 326 | 5/30/2026 | 1/6/2034 |
| | | Medium Density Residential | 66.7 | 667 | | |
| Phase 2 Single-family Residential | Site Preparation, Grading, Building Construction, Paving, and Architectural Coating | Low Density Residential** | 204.5 | 1,022 | 10/1/2026 | 3/1/2037 |
| | | Public/Institutional (or LDR)*** | 13.0 | 65 | | |
| Phase 2 Commercial | Site Preparation, Grading, Building Construction, Paving, and Architectural Coating | Commercial Neighborhood | 6.4 | N/A | 4/1/2026 | 5/25/2027 |
| Phase 2 Basin | Site Preparation, Grading, and Paving | Basin | 17.3 | N/A | 3/1/2026 | 5/22/2026 |
| Phase 2 Total | | | 329.6 | 2,080*** | 5/30/2026 | 3/1/2037 |
| Phases 1 and 2 | | | | | | |
| Total for Both Phases | | | 507.3 | 3,262*** | — | — |
| Notes: | | | | | | |
| The use of an earlier construction schedule represents a conservative estimate of emissions, as emissions from construction equipment and construction vehicles are expected to decline in future years due to turnover and regulations. | | | | | | |
| * Park/Recreation acreage is included within each land use designation's "total acreage." | | | | | | |
| ** The number of proposed units for the low-density residential portion of the development may be lower than the number of units noted, depending on the final configuration of the lots. | | | | | | |
| *** Includes 65 units of low-density residential in place of the 13.0-acre elementary school. | | | | | | |

4.3.2 - Construction Equipment Emission Factors

The analysis uses CalEEMod default assumptions for the equipment used during construction. CalEEMod default construction equipment and equipment activity are based on surveys of construction projects of various sizes conducted for development in Southern California and may overstate equipment use for larger project sites in regions outside of Southern California and should be considered highly conservative. The full modeling assumptions can be reviewed in the modeling results included in Appendix A of this report. CalEEMod contains an inventory of construction equipment that incorporates estimates of the number of equipment, age, horsepower, and equipment emission, and control level or tier from which rates of emissions are developed. The CalEEMod default equipment assumptions were used in this analysis for the estimation of emissions from on-site construction equipment. CalEEMod's off-road emission factors and load factors are from the ARB OFFROAD model.

4.3.3 - Demolition

No demolition is proposed as part of the project.

4.3.4 - Site Preparation

Site preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading. During site preparation, emissions are generated from the use of diesel construction equipment. Fugitive dust is generated during soil-disturbing activities and truck loading and unloading. Default modeling assumptions were used for site preparation.

4.3.5 - Grading

During grading activities, fugitive dust can be generated from the movement of dirt on the project site. CalEEMod estimates dust from dozers moving dirt around, dust from graders or scrapers leveling the land, and loading or unloading dirt into haul trucks. Each activity is calculated differently in CalEEMod, based on the number of acres traversed by the grading equipment.

Only some pieces of equipment generate fugitive dust in CalEEMod. Default assumptions for equipment and days of grading were used in the modeling.

4.3.6 - Building Construction, Paving, and Architectural Coatings

The analysis uses the default modeling assumptions from CalEEMod for construction equipment during building construction, paving, and application of architectural coatings. As previously discussed, the equipment hours for the building construction phases were adjusted to retain the CalEEMod default-generated horsepower hours. The coatings used for the project are required to comply with the SJVAPCD Rule 4601—Architectural Coatings. The rule required flat paints to meet a standard of 50 grams per liter (g/l) and gloss paints 100 g/l by 2012 for an average rate of 65 g/l. Most of the coatings used for residential painting are flat paints. Effective January 1, 2022, nonflat gloss and semi-gloss paints will also be required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date.

4.3.7 - Construction Off-site Trips

Worker trips are accounted for during the construction phases, based on 1.25 trips per piece of equipment (the CalEEMod default). The CalEEMod default worker trip length of 10.8 miles was retained. The CalEEMod default vehicle fleet (LD Mix) was used for employee trips.

Vendor trips for the building construction phase are calculated from a study performed by the Sacramento Metropolitan Air Quality Management District (SMAQMD) based on land use and size. The CalEEMod defaults for vendor trips, trip length, and vehicle fleet (Heavy Duty Truck Vehicle Fleet Mix) were used to estimate construction trips. Additional haul trips were added to account for mobilization and demobilization of off-road construction equipment. Additional vendor trips were added to each paving phase to account for delivery of materials.

4.4—Operation

Operational emissions are those emissions that occur when the project is occupied by the future residents. The major sources are summarized below.

4.4.1 - Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the project residences.

Project trip generation rates were obtained from the project Traffic Impact Study and are provided in Appendix A.

A pass-by trip accounts for vehicles already on the roadway network that stop at the project site as they pass-by; the pass-by trips are existing vehicle trips in the community. CalEEMod default rates of three percent pass-by trips were used in this analysis for all residential land uses. The pass-by trips for the commercial land uses were adjusted to match project-specific values provided in the project Traffic Impact Study.

The vehicle fleet mix is defined as the mix of motor vehicle classes active during the operation of the project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline and diesel-powered vehicles). The CalEEMod default vehicle fleet mix overstates the percentage of heavy-duty trucks for residential development projects; therefore, the SJVAPCD-approved Residential Fleet Mix was used in the analysis for the residential land uses.

4.4.2 - Architectural Coatings (Painting)

Paints release VOC emissions during application and drying. The buildings in the project would be repainted on occasion. The project is required to comply with the SJVAPCD Rule 4601—Architectural Coatings. The rule required flat paints to meet a standard of 50 grams per liter (g/l) and gloss paints 100 g/l by 2012 for an average rate of 65 g/l. Most of the coatings used for residential and shopping center/nonresidential painting are flat paints. Effective January 1, 2022, nonflat gloss and semi-gloss paints will also be required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date.

4.4.3 - Consumer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. “Consumer Product” means a chemically formulated product used by household and institutional consumers, including but not limited to: detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. It does not include other paint products, furniture coatings, or architectural coatings (ARB 2020b). CalEEMod includes default consumer product use rates based on building square footage. The default emission factors developed for CalEEMod were used for consumer products associated with parking uses. The general consumer product category was updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California’s Department of Finance demographic projections were used to estimate a Statewide VOC emission factor for 2017. The default general consumer product emission factor is based on 2008 ARB VOC inventory data using the same methodology applied to calculate the updated VOC emission factor for general consumer products.

4.4.4 - Landscape Equipment

CalEEMod estimated the landscaping equipment using the default assumptions in the model.

4.4.5 - Electricity

Electricity used by the project (for lighting, etc.) would result in emissions from the power plants that would generate electricity distributed on the electrical power grid. Electricity emissions estimates are only used in the GHG analysis. CalEEMod was used to estimate these emissions from the project.

4.4.6 - Electricity Consumption

CalEEMod has three categories for electricity consumption: electricity that is impacted by Title 24 regulations, non-Title 24 electricity, and lighting. The Title 24 uses are defined as the major building envelope systems covered by California's Building Code Title 24 Part 6, such as space heating, space cooling, water heating, and ventilation. Lighting is separate since it can be both part and not part of Title 24. Since lighting is not considered as part of the building envelope energy budget, CalEEMod does not consider lighting to have any further association with Title 24 references in the program. Non-Title 24 includes everything else such as appliances and electronics. Total electricity consumption in CalEEMod is divided into the three categories. The percentage for each category is determined by using percentages derived from the CalEEMod default electricity intensity factors. The percentages are then applied to the electricity consumption to result in the values used in the analysis.

4.4.7 - Natural Gas

The project would generate emissions from the combustion of natural gas for water heaters, heat, etc. CalEEMod has two categories for natural gas consumption: Title 24 and non-Title 24. CalEEMod defaults were used.

4.4.8 - Gasoline Transfer and Dispensing Activities

VOC emissions from gasoline transfer and dispensing activities at the proposed gas station were calculated as part of the project. For the proposed gasoline station, an estimated throughput of 25.6 million gallons of gasoline per year based on project-specific information was used. Factors used to estimate the VOC emissions were obtained from the SJVAPCD and are shown below in Table 10.

Table 10: Emission Factors used to Estimate Regional Criteria Pollutants from the Proposed Gasoline Dispensing Station

| Process | Emission Factor (lb VOC/1,000 gal gasoline) | Toxic Speciation |
|-------------------|--|------------------|
| Tank Filling Loss | 0.15 | Vapor |
| Vehicle Refueling | 0.356 | Vapor |
| Breathing Loss | 0.024 | Vapor |
| Hose Permeation | 0.009 | Vapor |
| Spillage | 0.24 | Liquid |

4.4.9 - Water and Wastewater

GHG emissions are emitted from the use of electricity to pump water to the project and to treat wastewater. CalEEMod defaults were used.

4.4.10 - Refrigerants

During operation, air conditioners and refrigeration systems may leak refrigerants (hydrofluorocarbons). Hydrofluorocarbons are typically used for refrigerants, which are long-lived GHGs. Residential and neighborhood commercial uses of refrigerants are minor; therefore, they were not estimated.

4.4.11 - Solid Waste

GHG emissions would be generated from the decomposition of solid waste generated by the project. CalEEMod was used to estimate the GHG emissions from this source. The CalEEMod default for the mix of landfill types is as follows:

- Landfill no gas capture: 6%
- Landfill capture gas flare: 94%
- Landfill capture gas energy recovery: 0%

4.4.12 - Vegetation

There is currently limited carbon sequestration occurring on-site from existing vegetation in the form of existing agricultural uses. The project would plant trees and integrate landscaping into the project design, which would provide carbon sequestration. However, the number of trees to be planted is unknown and data are insufficient to accurately determine the impact that existing plants have on carbon sequestration. For this analysis, it was assumed that the loss and addition of carbon sequestration that are due to the project would be balanced; therefore, emissions due to carbon sequestration were not included.

SECTION 5: AIR QUALITY IMPACT ANALYSIS

This section calculates the expected emissions from construction and operation of the project as a necessary requisite for assessing the regulatory significance of project emissions on a regional and localized level.

5.1—CEQA Guidelines

The CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in the environment.” To determine if a project would have a significant impact on air quality, the type, level, and impact of emissions generated by the project must be evaluated.

The following air quality significance thresholds are contained in Appendix G of the CEQA Guidelines. A significant impact would occur if the project would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard;
- c) Expose sensitive receptors to substantial pollutant concentrations; or
- d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

While the final determination of whether a project is significant is within the purview of the lead agency pursuant to Section 15064(b) of the CEQA Guidelines, the SJVAPCD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If the lead agency finds that the project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts. The applicable SJVAPCD thresholds and methodologies are contained under each impact statement below.

5.2—Impact Analysis

5.2.1 - Consistency with Air Quality Plan

Impact AIR-1: **The project would conflict with or obstruct implementation of the applicable air quality plan.**

Impact Analysis

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable air quality plan (AQP). An additional criterion regarding the project’s implementation of control measures was assessed to provide further evidence of the

project's consistency with current AQPs. This document employs the following criteria for determining project consistency with the current AQPs:

1. Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs?
2. Will the project comply with applicable control measures in the AQPs? The primary control measures applicable to development projects include Regulation VIII—Fugitive PM₁₀ Prohibitions and Rule 9510 Indirect Source Review.

Contribution to Air Quality Violations

A measure for determining if the project is consistent with the air quality plans is whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plans. Regional air quality impacts and attainment of standards are the result of the cumulative impacts of all emission sources within the air basin. Individual projects are generally not large enough to contribute measurably to an existing violation of air quality standards. Therefore, the cumulative impact of the project is based on its incremental contribution. Because of the region's nonattainment status for ozone, PM_{2.5}, and PM₁₀—if project-generated emissions of either of the ozone precursor pollutants (ROG and NO_x), PM₁₀, or PM_{2.5} would exceed the District's significance thresholds—then the project would be considered to contribute to violations of the applicable standards and conflict with the attainment plans.

As discussed in Impact AIR-2 below, emissions of ROG, NO_x, CO, and PM₁₀ associated with the operation of the project would exceed the SJVAPCD's regional significance thresholds. Although the project would exceed the criteria pollutant thresholds for several pollutants, the Visalia General Plan EIR had already considered air quality to be a significant and unavoidable impact. In addition, the proposed Specific Plan would provide residential uses that will be designed to satisfy existing and future demand for quality housing in the area and would provide conveniently located commercial development to serve north Visalia residents and the Carleton Acres development in a growing area of the City of Visalia. Several goals and policies contained in the City of Visalia's General Plan promote walkable mixed-use development. As a mixed-use project located in a developing area of a built-up city, the proposed Specific Plan would create a considerable amount of internal capture among its components to reduce VMT compared to the same level of development built with land uses geographically separated from each other. Nonetheless, the impact would remain significant and unavoidable under this criterion.

Compliance with Applicable Control Measures

The AQP contains a number of control measures, which are enforceable requirements through the adoption of rules and regulations. A description of rules and regulations that apply to this project is provided below.

SJVAPCD Rule 9510—Indirect Source Review (ISR) is a control measure in the 2006 PM₁₀ Plan that requires NO_x and PM₁₀ emission reductions from development projects in the San Joaquin Valley. The NO_x emission reductions help reduce the secondary formation of PM₁₀ in the atmosphere

(primarily ammonium nitrate and ammonium sulfate) and also reduce the formation of ozone. Reductions in directly emitted PM₁₀ reduce particles such as dust, soot, and aerosols. Rule 9510 is also a control measure in the 2016 Plan for the 2008 8-Hour Ozone Standard. Developers of projects subject to Rule 9510 must reduce emissions occurring during construction and operational phases through on-site measures, or pay off-site mitigation fees. The project is required to comply with Rule 9510.

Regulation VIII—Fugitive PM₁₀ Prohibitions is a control measure that is one of the main strategies from the 2006 PM₁₀ for reducing the PM₁₀ emissions that are part of fugitive dust. Residential projects over 10 acres and non-residential projects over 5 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. The project, or individual developments contemplated under the proposed Specific Plan, will be required to prepare a DCP to comply with Regulation VIII.

Other control measures that apply to the project are Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operation that requires reductions in VOC emissions during paving and Rule 4601—Architectural Coatings that limits the VOC content of all types of paints and coatings sold in the San Joaquin Valley. These measures apply at the point of sale of the asphalt and the coatings, so project compliance is ensured without additional mitigation measures.

The project would comply with all applicable SJVAPCD rules and regulations. Therefore, the project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan under this criterion.

Conclusion

The project's emissions are significant for ROG, NO_x, CO, and PM₁₀ and would be considered inconsistent with the AQP for this criterion. The project complies with applicable control measures of the AQP and would be less than significant for this criterion. The growth accommodated by the proposed Carleton Acres Specific Plan is included in the City of Visalia's General Plan; therefore, it is consistent with the land use assumptions used to prepare the AQP. The Carleton Acres Specific Plan includes numerous design features to reduce motor vehicle trips and increase walking, bicycling, and transit use. In addition, development contemplated under the Specific Plan would be subject to SJVAPCD Rule 9510, which is intended to mitigate the cumulative impacts of new development in the San Joaquin Valley to the extent feasible. However, after compliance with Rule 9510, total emissions will still exceed the SJVAPCD quantitative thresholds of significance for several pollutants. Incorporation of mitigation that would reduce the proposed project's regional criteria and ozone precursor emissions is identified under Impact AIR-2. Because the combined emissions from operations of development under the proposed Specific Plan would continue to exceed at least one regional threshold after compliance with SJVAPCD Rule 9510 and incorporation of mitigation, the impact would be significant.

Level of Significance Before Mitigation

Significant impact.

Mitigation Measures

Implement MM AIR-2a and AIR-2b (see Impact AIR-2).

Level of Significance After Mitigation

Significant and unavoidable impact.

5.2.2 - Cumulative Criteria Pollutant Impacts

Impact AIR-2: The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

Impact Analysis

To result in a less than significant impact, the following criteria must be met:

1. Regional analysis: emissions of nonattainment pollutants must be below the District's regional significance thresholds. This is an approach recommended by the District in its GAMAQI.
2. Summary of projections: the project must be consistent with current air quality attainment plans including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.
3. Cumulative health impacts: the project must result in less than significant cumulative health effects from the nonattainment pollutants. This approach correlates the significance of the regional analysis with health effects, consistent with the court decision, *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1219-20.

Criterion 1: Regional Emissions

Air pollutant emissions have both regional and localized effects. This analysis assesses the regional effects of the project's criteria pollutant emissions in comparison to SJVAPCD thresholds of significance for short-term construction activities and long-term operation of the project. Localized emissions from project construction and operation are assessed under Impact AIR-3—Sensitive Receptors using concentration-based thresholds that determine if the project would result in a localized exceedance of any ambient air quality standards or would result in a cumulatively considerable contribution to an existing exceedance.

The primary pollutants of concern during project construction and operation are ROG, NO_x, PM₁₀, and PM_{2.5}. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_x, ROG, SO_x, PM₁₀, and PM_{2.5}.

Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. The Air Basin often exceeds the state and national ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to an exceedance of the ozone standard. The Air Basin also exceeds air quality standards for PM₁₀, and PM_{2.5}; therefore, substantial project emissions may contribute to an exceedance for these pollutants.

The District’s annual emission significance thresholds used for the project define the substantial contribution for both operational and construction emissions as follows:

- 100 tons per year CO
- 10 tons per year NO_x
- 10 tons per year ROG
- 27 tons per year SO_x
- 15 tons per year PM₁₀
- 15 tons per year PM_{2.5}

The project does not contain sources that would produce substantial quantities of SO_x emissions during construction and operation. Modeling conducted for the project show that SO_x emissions are well below the SJVAPCD GAMAQI thresholds, as shown in the modeling results contained in Appendix A. No further analysis of SO_x is required.

Construction Emissions

Construction emissions were modeled using the CalEEMod version 2020.4.0. The results of the modeling are presented in Table 11 and Table 12. For large plan areas, individual residential tracts and commercial projects are constructed gradually with the various construction activities happening throughout the buildout period. The specific timing of individual development projects contemplated under the proposed Specific Plan is unknown and are dependent on market demand and other factors; therefore, the annual average construction emissions were calculated for comparison to the annual threshold of significance (see Table 11). In addition, the highest annual emissions are presented and compared to the applicable thresholds in Table 12.

The emissions reflect compliance with SJVAPCD regulations that apply to construction activities. For assumptions in estimating the emissions, please refer to Section 4, Modeling Parameters and Assumptions. As shown in Table 11, the annual average emissions are below the SJVAPCD significance thresholds. The highest annual emissions exceed the applicable threshold for regional emissions of NO_x.

Table 11: Construction Air Pollutant Emissions Summary – Annual Average (Unmitigated)

| Construction Activity | Emissions (tons per construction period) | | | | |
|--|--|-----------------|---------------|------------------|-------------------|
| | ROG | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Phase 1 Tier 1 Multifamily Residential | 2.11 | 5.18 | 6.83 | 1.07 | 0.46 |
| Phase 1 Tier 2 Multifamily Residential | 1.10 | 2.76 | 3.72 | 0.48 | 0.22 |
| Phase 1 Single-family Residential | 6.38 | 30.92 | 36.39 | 4.18 | 2.16 |
| Phase 1 Commercial | 1.44 | 5.75 | 7.46 | 1.54 | 0.57 |
| Phase 2 Multifamily Residential | 6.96 | 22.22 | 35.20 | 10.20 | 3.17 |
| Phase 2 Single-family Residential | 11.90 | 42.83 | 63.17 | 11.17 | 3.97 |
| Phase 2 Commercial | 0.32 | 2.07 | 2.61 | 0.30 | 0.15 |
| Phase 2 Basin | 0.07 | 0.64 | 0.64 | 0.14 | 0.07 |
| Grand Total for All Construction Activities | 30.29 | 112.37 | 156.03 | 29.08 | 10.76 |
| Annual Average Emissions (Tons/Year) | | | | | |

| | | | | | |
|---|-------------|-------------|--------------|-------------|-------------|
| Average Annual Construction Emissions (15 Years) | 2.02 | 7.49 | 10.40 | 1.94 | 0.72 |
| Significance threshold (tons/year) | 10 | 10 | 100 | 15 | 15 |
| Exceed threshold—significant impact? | No | No | No | No | No |
| <p>Notes: PM₁₀ and PM_{2.5} emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions. ROG = reactive organic gases NO_x = nitrogen oxides PM₁₀ and PM_{2.5} = particulate matter Calculations use unrounded numbers; therefore, totals may not appear to sum exactly due to rounding. Source: CalEEMod output (Appendix A).</p> | | | | | |

Table 12: Construction Air Pollutant Emissions Summary – Maximum Annual Emissions by Development Year (Unmitigated)

| Construction Year | Maximum Annual Emissions (tons per year) | | | | |
|---|--|-----------------|--------------|------------------|-------------------|
| | ROG | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Total Annual Emissions (2022) | 0.22 | 2.29 | 1.53 | 0.60 | 0.33 |
| Total Annual Emissions (2023) | 1.56 | 13.14 | 14.96 | 2.07 | 1.04 |
| Total Annual Emissions (2024) | 2.45 | 8.84 | 10.74 | 1.45 | 0.66 |
| Total Annual Emissions (2025) | 1.20 | 9.57 | 12.66 | 1.56 | 0.68 |
| Total Annual Emissions (2026) | 2.31 | 13.10 | 15.66 | 2.62 | 1.22 |
| Total Annual Emissions (2027) | 5.15 | 15.67 | 20.28 | 4.02 | 1.58 |
| Total Annual Emissions (2028) | 1.96 | 11.62 | 15.07 | 3.34 | 1.20 |
| Total Annual Emissions (2029) | 1.16 | 8.46 | 11.61 | 2.92 | 0.93 |
| Total Annual Emissions (2030) | 1.02 | 5.93 | 10.66 | 2.33 | 0.69 |
| Total Annual Emissions (2031) | 0.98 | 5.90 | 10.47 | 2.33 | 0.69 |
| Total Annual Emissions (2032) | 0.96 | 5.89 | 10.36 | 2.34 | 0.69 |
| Total Annual Emissions (2033) | 3.83 | 3.96 | 7.28 | 1.19 | 0.37 |
| Total Annual Emissions (2034) | 0.60 | 3.00 | 5.24 | 0.80 | 0.25 |
| Total Annual Emissions (2035) | 0.91 | 2.83 | 5.25 | 0.80 | 0.24 |
| Total Annual Emissions (2036) | 5.20 | 2.14 | 4.19 | 0.69 | 0.20 |
| Total Annual Emissions (2037) | 0.79 | 0.02 | 0.07 | 0.02 | 0.01 |
| Maximum Annual Emissions | 5.20 | 15.67 | 20.28 | 4.02 | 1.58 |
| Significance threshold (tons/year) | 10 | 10 | 100 | 15 | 15 |
| Exceed threshold—significant impact? | No | Yes | No | No | No |
| <p>Notes: PM₁₀ and PM_{2.5} emissions reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions. ROG = reactive organic gases NO_x = nitrogen oxides PM₁₀ and PM_{2.5} = particulate matter Calculations use unrounded numbers; therefore, totals may not appear to sum exactly due to rounding.</p> | | | | | |

Source: CalEEMod output (Appendix A).

As shown in Table 11, annual average emissions are below the applicable SJVAPCD significance thresholds; however, construction of the project exceeds the regional threshold for NO_x under the unmitigated scenario presented in Table 12. Therefore, the regional construction emissions have potentially significant impact on a project basis and mitigation is required.

MM AIR-2a requires the project applicant, project sponsor, or construction contractor for individual development projects under the Specific Plan to provide documentation to the City of Visalia that the construction fleet meet the following requirement: all off-road diesel-powered construction equipment greater than 75 horsepower meet EPA or ARB Tier 4 Final off-road emissions standards. Table 13 provides the emission estimates with incorporation of MM AIR-2a.

Table 13: Construction Air Pollutant Emissions Summary – Maximum Annual Emissions by Development Year (Mitigated)

| Construction Activity | Maximum Annual Emissions (tons per year) | | | | |
|---|--|-----------------|--------------|------------------|-------------------|
| | ROG | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Total Annual Emissions (2022) | 0.05 | 0.63 | 1.77 | 0.50 | 0.24 |
| Total Annual Emissions (2023) | 0.69 | 3.77 | 16.55 | 1.56 | 0.57 |
| Total Annual Emissions (2024) | 1.89 | 3.16 | 11.79 | 1.13 | 0.37 |
| Total Annual Emissions (2025) | 0.70 | 5.51 | 13.89 | 1.28 | 0.42 |
| Total Annual Emissions (2026) | 1.57 | 7.45 | 17.72 | 2.20 | 0.83 |
| Total Annual Emissions (2027) | 4.26 | 6.80 | 22.55 | 3.54 | 1.15 |
| Total Annual Emissions (2028) | 1.36 | 5.54 | 16.65 | 3.03 | 0.91 |
| Total Annual Emissions (2029) | 0.81 | 5.13 | 12.42 | 2.73 | 0.74 |
| Total Annual Emissions (2030) | 0.73 | 4.94 | 11.23 | 2.30 | 0.65 |
| Total Annual Emissions (2031) | 0.69 | 4.91 | 11.05 | 2.30 | 0.65 |
| Total Annual Emissions (2032) | 0.66 | 4.90 | 10.94 | 2.31 | 0.65 |
| Total Annual Emissions (2033) | 3.55 | 2.87 | 7.74 | 1.15 | 0.33 |
| Total Annual Emissions (2034) | 0.40 | 1.69 | 5.57 | 0.78 | 0.23 |
| Total Annual Emissions (2035) | 0.72 | 1.68 | 5.59 | 0.79 | 0.23 |
| Total Annual Emissions (2036) | 5.05 | 1.23 | 4.45 | 0.68 | 0.19 |
| Total Annual Emissions (2037) | 0.78 | 0.00 | 0.07 | 0.02 | 0.01 |
| Maximum Annual Emissions | 5.05 | 7.45 | 22.55 | 3.54 | 1.15 |
| Significance threshold (tons/year) | 10 | 10 | 100 | 15 | 15 |
| Exceed threshold—significant impact? | No | No | No | No | No |
| Notes: PM ₁₀ and PM _{2.5} emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM ₁₀ Prohibitions. ROG = reactive organic gases NO _x = nitrogen oxides PM ₁₀ and PM _{2.5} = particulate matter | | | | | |

Calculations use unrounded numbers; therefore, totals may not appear to sum exactly due to rounding.
Source: CalEEMod output (Appendix A).

As shown in Table 13, impacts would be less than significant on a project-level basis after incorporation of MM AIR-2a. Therefore, regional construction emissions would have a less-than-significant impact on a project basis with the incorporation of mitigation.

Operational Emissions

Operational emissions occur over the lifetime of the project and are from four main sources: area sources, energy consumption, motor vehicles (or mobile sources) and permitted sources. Area and mobile sources are non-permitted sources, while gasoline fueling activities are permitted sources. Project buildout for Phase 1 is assumed to occur in 2028, while buildout for Phase 2 of the project would be completed in 2037. The SJVAPCD considers construction and operational emissions separately when making significance determinations. Furthermore, the SJVAPCD considers permitted and non-permitted emission sources separately when making significance determinations related to criteria pollutants. For assumptions in estimating the emissions, please refer to Section 4, Modeling Parameters and Assumptions. Emissions resulting from non-permitted and permitted sources during project operations are provided separately below.

Non-permitted Sources

The emissions modeling results for non-permitted sources from project operation are summarized in Table 14. The project emissions include credit for compliance with regulations and project design features that would reduce project emissions.

Table 14: Operational Air Pollutant Emissions (Non-permitted Sources)

| Phase and Year | Emissions (tons per year) | | | | |
|--|---------------------------|-----------------|---------------|------------------|-------------------|
| | ROG | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Phase 1 (with design features) | | | | | |
| Area | 6.19 | 0.54 | 8.90 | 0.08 | 0.08 |
| Energy | 0.13 | 1.09 | 0.48 | 0.09 | 0.09 |
| Mobile | 10.84 | 17.07 | 99.47 | 25.21 | 6.87 |
| Phase 1 Total | 17.16 | 18.70 | 108.85 | 25.39 | 7.04 |
| Phase 2 (with design features) | | | | | |
| Area | 10.35 | 0.95 | 15.62 | 0.15 | 0.15 |
| Energy | 0.21 | 1.79 | 0.76 | 0.14 | 0.14 |
| Mobile | 2.99 | 6.93 | 40.24 | 17.35 | 4.69 |
| Phase 2 Total | 13.54 | 9.67 | 56.62 | 17.65 | 4.98 |
| Combined Project Phases 1 and 2 | | | | | |
| Area | 16.54 | 1.49 | 24.52 | 0.23 | 0.23 |
| Energy | 0.34 | 2.88 | 1.24 | 0.23 | 0.23 |
| Mobile | 13.83 | 24.00 | 139.71 | 42.56 | 11.56 |

| | | | | | |
|---|--------------|--------------|---------------|--------------|--------------|
| Total Project Emissions (Non-Permitted) | 30.71 | 28.37 | 165.47 | 43.02 | 12.02 |
| Significance threshold | 10 | 10 | 100 | 15 | 15 |
| Exceed threshold—significant impact? | Yes | Yes | Yes | Yes | No |
| Notes: ROG = reactive organic gases NO _x = nitrogen oxides PM ₁₀ and PM _{2.5} = particulate matter Area source emissions include emissions from natural gas, landscape, and painting. Source: CalEEMod output (Appendix A). | | | | | |

As shown in Table 14, the operational emissions exceed the SJVAPCD thresholds for ROG, NO_x, CO, and PM₁₀. Therefore, project operational emissions would result in a potentially significant impact prior to the incorporation of mitigation. MM AIR-2a, and MM AIR-2b are recommended to reduce emissions from all development under the Specific Plan. Projects subject to project-level review would be required to assess residual impacts after incorporation of all applicable measures; however, it is not anticipated that all future development would be subject to discretionary review. These measures would help reduce operational emissions; however, at the time of this analysis, the precise emission reductions associated with these measures cannot be accurately determined because of a lack of sufficient information about how the proposed Specific Plan would operate and to what extent the measures would affect those activities. Therefore, the project may continue to exceed the applicable thresholds of significance even after incorporation of mitigation. This represents a significant impact.

Permitted Sources

Estimated emissions from permitted sources are shown in Table 15. VOC emissions from gasoline transfer and dispensing activities at the proposed gas station were calculated based on maximum VOC limits as shown in Table 10. For the proposed gasoline station, an estimated throughput of 25.6 million gallons of gasoline per year based on project-specific information was used.

Table 15: Operational Air Pollutant Emissions (Permitted Sources)

| Phase and Year | Emissions (tons per year) | | | | |
|--|---------------------------|-----------------|------------|------------------|-------------------|
| | ROG/VOC ¹ | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Permitted Sources | | | | | |
| Gasoline Transfer and Dispensing Activities | 9.97 | — | — | — | — |
| Total Project Emissions (Permitted) | 9.97 | — | — | — | — |
| Significance threshold | 10 | 10 | 100 | 15 | 15 |
| Exceed threshold—significant impact? | No | No | No | No | No |
| Notes: VOC = volatile organic compounds ROG = reactive organic gases NO _x = nitrogen oxides PM ₁₀ and PM _{2.5} = particulate matter ¹ Although there are slight differences in the definition of ROG and VOCs, the two terms are often used interchangeably. Source: CalEEMod output (Appendix A). | | | | | |

As shown above in Table 15, estimated emissions from the permitted sources associated with the proposed Costco gasoline station included as part of the Specific Plan would not exceed any applicable criteria pollutant regional threshold.

Criterion 2: Plan Approach

Section 15130(b) of the CEQA Guidelines states the following:

The following elements are necessary to an adequate discussion of significant cumulative impacts: 1) Either: (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

In accordance with CEQA Guidelines 15130(b), this analysis of cumulative impacts is based on a summary of projections analysis. The District attainment plans are based on a summary of projections that accounts for projected growth throughout the Air Basin, and the controls needed to achieve ambient air quality standards. This analysis considers the current CEQA Guidelines, which includes the amendments approved by the Natural Resources Agency, effective on December 28, 2018. The Air Basin is in nonattainment or maintenance status for ozone and particulate matter (PM₁₀ and PM_{2.5}), which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants, or that the standards have recently been attained in the case of pollutants with maintenance status. When concentrations of ozone, PM₁₀, or PM_{2.5} exceed the ambient air quality standard, then those sensitive to air pollution (such as children, the elderly, and the infirm) could experience health effects such as: decrease of pulmonary function and localized lung edema in humans and animals; increased mortality risk; and risk to public health, implied by altered connective tissue metabolism, altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans. See Section 2.3—Existing Air Quality Conditions for additional correlation of the health impacts with the existing pollutant concentrations experienced in the Visalia area.

Under the CEQA Guidelines, cumulative impacts may be analyzed using other plans that evaluate relevant cumulative effects. The geographic scope for cumulative criteria pollution from air quality impacts is the Air Basin, because that is the area in which the air pollutants generated by the sources within the Air Basin circulate and are often trapped. The SJVAPCD is required to prepare and maintain air quality attainment plans and a State Implementation Plan to document the strategies and measures to be undertaken to reach attainment of ambient air quality standards. While the SJVAPCD does not have authority over land use decisions, it is recognized that changes in land use and circulation planning would help the Air Basin achieve clean air mandates. The District evaluated emissions from land uses and transportation in the entire Air Basin when it developed its attainment plans. Emission inventories used to predict attainment of NAAQS must be based on the latest planning assumptions for mobile sources. The proposed project is located on approximately 507-acres in the northern area of the City of Visalia. The entire site is within the Urban Growth Boundary (UGB) and Sphere of Influence (SOI) of the City of Visalia and the site has historically been used for

agricultural purposes. However, the site has been designated by the City's General Plan for residential, commercial, public/institutional and park/recreation uses.

In accordance with CEQA Guidelines Section 15064, subdivision (h)(3), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program.

The history and development of the SJVAPCD's current Ozone Attainment Plan is described in Section 2.4, Air Quality Plans. The 2007 8-Hour Ozone Plan contains measures to achieve reductions in emissions of ozone precursors, and sets plans towards attainment of ambient ozone standards by 2023. The 2012 PM_{2.5} Plan and the 2015 PM_{2.5} Plan for the 1997 PM_{2.5} Standard require fewer NO_x reductions to attain the PM_{2.5} standard than the Ozone Plan, so the Ozone Plan is considered the applicable plan for reductions of the ozone precursors NO_x and ROG. The 2012 PM_{2.5} Plan requires reductions in directly emitted PM_{2.5} from combustion sources, such as diesel engines and fireplaces, and from fugitive dust to attain the ambient standard and is the applicable plan for PM_{2.5} emissions. PM_{2.5} is also formed in secondary reactions in the atmosphere involving NO_x and ammonia to form nitrate particles. Reductions in NO_x required for ozone attainment are also sufficient for PM_{2.5} attainment. As discussed in Impact AIR-1, the project is consistent with all applicable control measures in the air quality attainment plans. The project would comply with any District rules and regulations that may pertain to implementation of the AQPs. Therefore, impacts would be less than significant with regard to compliance with applicable rules and regulations.

In conclusion, the growth resulting from the project is generally accounted for in the General Plan and the applicable AQP, and the project will comply with applicable rules and regulations implementing the AQP; however, the project exceeds SJVAPCD thresholds for ROG, NO_x, CO, and PM₁₀ after compliance with Rule 9510 and has the potential to continue to exceed thresholds after implementation of applicable mitigation measures; therefore, the project is considered significant for this criterion.

Criterion 3: Project Health Impacts

In the 5th District Court of Appeal case *Sierra Club v. County of Fresno (Friant Ranch, L.P.)*, the Court found the project EIR deficient because it did not identify specific health-related effects resulting from the estimated amount of pollutants generated by the project. The ruling stated that the EIR should give a "sense of the nature and magnitude of the 'health and safety problems' caused by a project's air pollution. The EIR should translate the emission numbers into adverse impacts or to understand why such translation is not possible at this time (and what limited translation is, in fact, possible)."

The standard measure of the severity of impact is the concentration of pollutant in the atmosphere compared to the ambient air quality standard for the pollutant for a specified period of time. The severity of the impact increases with the concentration and the amount of time that people are exposed to the pollutant. The change in health impacts with concentration is described in Table 4 and Table 5 using the EPA's Air Quality Index. The pollutants of concern in the Friant Ranch ruling were regional criteria pollutants ozone, and PM₁₀. It is important to note that the potential for localized impacts can be addressed through dispersion modeling. The SJVAPCD includes screening criteria that if exceeded would require dispersion modeling to determine if project emissions would

result in a significant health impact. Regional pollutants require more complex modeling as described below.

Ozone concentrations are estimated using regional photochemical models because ozone formation is subject to temperature, inversion strength, sunlight, emissions transport over long distances, dispersion, and the regional nature of the precursor emissions. The emissions from individual projects are too small to produce a measurable change in ozone concentrations—it is the cumulative contribution of emissions from existing and new development that is accounted for in the photochemical model. Ozone concentrations vary widely throughout the day and year even with the same amount of daily emissions. The SJVAPCD indicated in an Amicus Brief on Friant Ranch that running the photochemical model with just Friant Ranch emissions (109.5 tons/year NO_x) is not likely to yield valid information given the relative scale involved. A copy of the SJVAPCD brief is included in Appendix C. The NO_x inventory for the San Joaquin Valley is 224 tons per day in 2019 or 81,760 tons per year. Friant Ranch would result in 0.13 percent increase in NO_x emissions. A project emitting at the SJVAPCD CEQA threshold of 10 tons per year would result in a 0.01 percent increase in NO_x emissions. Most project emissions are generated by motor vehicle travel distributed on regional roadways miles from the project site, and these emissions are not conducive to project-level concentration-based modeling.

Emissions throughout the San Joaquin Valley are projected to markedly decline in the coming decade. The SJVAPCD 2016 Ozone Plan predicts NO_x emissions will decline to 103 tons per day by 2029 or 54 percent from 2019 levels through implementation of control measures included in the plan. This means that ozone health impacts to residents of the San Joaquin Valley will be lower than currently experienced and most areas of the San Joaquin Valley will have attained ozone air quality standards. The plan accounts for growth in population at rates projected by the State of California for the San Joaquin Valley, so only cumulative projects that would exceed regional growth projections would potentially delay attainment and prolong the time and the number of people would experience health impacts. It is unlikely that anyone would experience greater impacts from regional emissions than currently occur. The federal transportation conformity regulation provides a means of ensuring growth in emissions does not exceed emission budgets for each County. Regional Transportation Plans and Regional Transportation Improvement Plans must provide a conformity analysis based on the latest planning assumptions that demonstrates that budgets will not be exceeded. If budgets are exceeded, the San Joaquin Valley may be subject to Clean Air Act sanctions until the deficiency is addressed.

Cumulative Health Impacts

The Air Basin is in nonattainment for ozone, PM_{10} (State only), and $\text{PM}_{2.5}$, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (such as children, the elderly, and the infirm). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience health effects that were described in Table 2. However, the health effects are a factor of the dose-response curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact results from project emissions, it does not mean that 100 percent of the

population would experience health effects. Table 3, Table 4, and Table 5 relate the pollutant concentration experienced by residents using air quality data for the nearest air monitoring station to the health impacts ascribed to those concentrations by the EPA Air Quality Index. This provides a more detailed look at the actual impacts currently experienced by area residents.

Since the Basin is nonattainment for ozone, PM₁₀, and PM_{2.5}, it is considered to have an existing significant cumulative health impact without the project. When this occurs, the analysis considers whether the project’s contribution to the existing violation of air quality standards is cumulatively considerable. The SJVAPCD regional thresholds for NO_x, VOC, PM₁₀, or PM_{2.5} are applied as cumulative contribution thresholds. Projects that exceed the regional thresholds are considered to result in a cumulatively considerable health impact. As shown in Table 11 and Table 14, the regional analysis of construction and operational emissions indicates that the project would exceed the District’s significance thresholds for operational emissions. Therefore, the project would be considered to have a significant health impact based on this criterion. However, the project is considered less than significant for the other criteria related to consistency with the Air Quality Plan.

The SJVAPCD Air Quality Attainment Plans predict that nonattainment pollutant emissions will continue to decline each year as regulations adopted to reduce these emissions are implemented, accounting for growth projected for the region. Therefore, the cumulative health impact will also decline even with the project’s emission contribution.

Conclusion

The project’s operational emissions exceed SJVAPCD regional criteria pollutant thresholds for ROG, NO_x, CO, and PM₁₀; therefore, this is considered a significant impact. The EIR for the Visalia General Plan identifies proposed General Plan policies to reduce air quality impacts that have since become policies included in the adopted General Plan for the City of Visalia. The EIR identified General Plan policies that would reduce significant air quality impacts to the extent feasible and found regional air quality impacts to be significant and unavoidable. The reduction measures for regional emission impacts from the City of Visalia’s General Plan EIR and the Specific Plan’s consistency with the measures are provided below in Table 16.

Table 16: Proposed Specific Plan’s Consistency with Measures Identified in the General Plan EIR to Reduce Air Quality Impacts

| General Plan Reduction Measure | Project Consistency |
|--|---|
| <p>AQ-P-2. Require use of Best Management Practices (BMPs) to reduce particulate emission as a condition of approval for all subdivisions, development plans and grading permits, in conformance with the San Joaquin Valley Air Pollution Control District Fugitive Dust Rule.</p> | <p>Consistent. Regulation VIII—Fugitive PM10 Prohibitions is a control measure that is one of the main strategies from the 2006 PM10 Plan for reducing the PM10 emissions that are part of fugitive dust. Residential projects over 10 acres and non-residential projects over 5 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. The project, or individual developments contemplated under the proposed Specific Plan, will be required to prepare a DCP to comply with Regulation VIII.</p> <p>Other control measures that apply to the project are Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operation that requires reductions in VOC</p> |

| | |
|---|---|
| | <p>emissions during paving and Rule 4601—Architectural Coatings that limits the VOC content of all types of paints and coatings sold in the San Joaquin Valley. These measures apply at the point of sale of the asphalt and the coatings, so project compliance is ensured without additional mitigation measures.</p> <p>The project would comply with all applicable SJVAPCD rules and regulations. Therefore, the project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan under this criterion.</p> |
| <p>AQ-P-3. Support implementation of the San Joaquin Valley Air Pollution Control District’s regulations on the use of wood-burning fireplaces, as well as their regulations for the installation of EPA-certified wood heaters or approved wood-burning appliances in new residential development and a “No Burn” policy on days when the air quality is poor.</p> | <p>Consistent. The project will comply with all existing regulations and building codes regarding the installation of wood-burning fireplaces and appliances.</p> |
| <p>AQ-P-4. Support the San Joaquin Valley Air Pollution Control District’s “change-out” program, which provides incentives to help homeowners replace old wood-burning fireplaces with EPA-certified non-woodburning appliances.</p> <p><i>Smoke released from fireplaces and wood stoves contains carbon monoxide, nitrogen dioxide, volatile organic compounds, and inhalable particulate matter (PM₁₀). The change-out programs have been successful in areas of the State where emissions from woodburning fireplaces cause significant air pollution. Many grant programs offer cash rebates to encourage replacement of old wood-burning appliances with more efficient ones.</i></p> | <p>Consistent. Implementation of the Specific Plan will not inhibit the ability of existing homeowners to participate in the San Joaquin Valley Air Pollution Control District’s “change out” program. In addition, all new developments in the Specific Plan area will comply with existing regulations and building codes regarding the installation of wood-burning fireplaces and appliances.</p> |
| <p>AQ-P-7. Be an active partner with the Air District in its “Spare the Air” program. Encourage businesses and residents to avoid pollution-producing activities such as the use of fireplaces and wood stoves, charcoal lighter fluid, pesticides, aerosol products, oil-based paints, and automobiles and other gasoline engines on days when high ozone levels are expected and promote low-emission vehicles and alternatives to driving.</p> | <p>Consistent. The City will continue to encourage these measures in this new development in the same way that they are already encouraging these measures presently with existing developments. As a mixed-use focused project, the project is intrinsically positioned to reduce vehicle miles traveled and increase walkability due the proximity of residential and commercial development to each other.</p> |
| <p>AQ-P-8. Update the Zoning Ordinance to strictly limit the development of drive-through facilities, only allowing them in auto-oriented areas and prohibiting them in Downtown and East Downtown.</p> <p><i>Drive-through businesses result in the idling of car engines and the concentrated emission of carbon monoxide and other tailpipe air pollutants.</i></p> | <p>Consistent. The project will be in an auto-oriented area and is not located in the Downtown or East Downtown areas.</p> |
| <p>AQ-P-9. Continue to mitigate short-term construction impacts and long-term stationary source impacts on air quality on a case-by-case basis and continue to assess air quality impacts through environmental review. Require</p> | <p>Consistent. The appropriate project-specific studies and analyses were done for the Specific Plan in order to adequately quantify, address, and mitigate short-term and long-term construction and operational impacts associated</p> |

| | |
|--|---|
| <p>developers to implement Best Management Practices (BMPs) to reduce air pollutant emissions associated with the construction and operation of development projects.</p> | <p>with the Specific Plan. In addition, please refer to the consistency analysis for AQ-P-2 for the discussion regarding Best Management Practices (BMPs).</p> |
| <p>AQ-P-11. Continue to work in conjunction with the San Joaquin Valley Air Pollution Control District and others to put in place additional Transportation Control Measures that will reduce vehicle travel and improve air quality and to implement Air Quality Plans.</p> | <p>Consistent. As a Specific Plan with a focus on mixed-use development, the project is uniquely positioned to reduce vehicle travel in the project area which in turn will reduce localized air quality impacts when compared to non-mixed-use focused development.</p> |
| <p>AQ-P-12. Support the implementation of Voluntary Emissions Reduction Agreements (VERA) with the San Joaquin Valley Air Pollution Control District (the District) for individual development projects that may exceed District significance thresholds. <i>A VERA is a voluntary mitigation measure where a project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emissions reduction projects, with the District serving a role of administrator of emissions reduction programs and verifier of successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project-specific emissions by providing funds for the District’s Strategies and Incentives Program. The funds are disbursed in the form of grants for projects that achieve emission reductions.</i></p> | <p>Consistent. Implementation of the Specific Plan will not impede the ability of future developments in the area to enter into Voluntary Emissions Reduction Agreements.</p> |
| <p>AQ-P-13. Where feasible, replace City vehicles with those that employ low-emission technology.</p> | <p>Not Applicable. This mitigation measure specifies actions that the City must take in order to fulfill the City’s own obligations. The proposed Specific Plan does not include municipal operations. As such, it is not relevant to this Specific Plan.</p> |

As demonstrated in Table 16, several measures identified in the General Plan EIR would not be applicable to the Specific Plan development. In addition, the project would comply with all local regulations required by the City of Visalia. The project would incorporate design features and required mitigation measures that reduce air quality impacts. In addition, regulations adopted by the SJVAPCD and the State of California provide emission reductions that would align with requirements of the mitigation measures included in the EIR and relevant General Plan policies. For example, Rule 9510 ISR, adopted in 2006, requires projects subject to the Rule to reduce operational NO_x emissions by 33 percent and PM₁₀ emissions by 50 percent through the implementation of design features or payment of off-site mitigation fees. Rule 4901 regulates the installation of wood burning devices in project residences. Rule 9401 Employee Trip Reduction requires large employers to prepare plans to reduce employee trips with measures listed in the mitigation measure, among others. Title 24 Building Energy Efficiency Standards are updated every three years and now require energy efficiency measures much more stringent than envisioned at the time the EIR was prepared. Solar panels were required for low-rise residential projects under 2019 Title 24 and continue to be required under 2022 Title 24 standards that became effective on January 1, 2023. Individual development projects will be subject to the most recent Title 24 in effect that building permits are

issued, which will ensure that building energy consumption would not be wasteful or inefficient. Buildout of the proposed Specific Plan would provide future residents, visitors, and employees connectivity within the project site and to adjoining land uses through pedestrian and bicycle connections. The proximity of the proposed new development to existing transit and existing buildout in the City of Visalia, coupled with the design features of the proposed Specific Plan, would increase accessibility to public transportation and would improve mobility within the project area. Overall, the proposed Specific Plan would create a considerable amount of internal capture between its components to reduce VMT compared to the same level of development built with land uses geographically separated from each other.

Level of Significance Before Mitigation

Significant impact.

Mitigation Measures

MM AIR-2a The following measure shall be applied to all development under the proposed Specific Plan to reduce emissions from construction.

Before a construction permit is issued for the proposed project, the project applicant, project sponsor, or construction contractor shall submit provide reasonably detailed compliance with the following requirements to the City of Visalia Planning Department:

- Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet either EPA or ARB Tier 4 Final off-road emission standards except as otherwise specified herein. If engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment) that is commercially available. For purposes of this mitigation measure, “commercially available” shall mean the equipment at issue is available taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. If the relevant equipment is determined by the project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.

MM AIR-2b The following measure shall be applied to all development under the proposed Specific Plan during construction to facilitate the use of electric landscaping equipment during project operations:

- Provide electrical outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.

Level of Significance After Mitigation

Significant and unavoidable impact.

5.2.3 - Sensitive Receptors

Impact AIR-3: **The project could expose sensitive receptors to substantial pollutant concentrations.**

Impact Analysis

Sensitive Receptors

Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. The District considers a sensitive receptor a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. The closest off-site sensitive receptors are existing residences located adjacent to the project site to the north, east, south, and west. Since the proposed Specific Plan has two defined phases, sensitive receptors for each phase are discussed separately below. For Phase 1, the surrounding land uses are as follows:

- North—To the north of the Phase 1 area is undeveloped land and a middle school, followed by agricultural land as well as a dairy. The middle school would be considered a sensitive receptor land use.
- East—To the east of the Phase 1 area is a middle school and a planned high school, followed by a subdivision of single-family homes. The residences, the existing school, and the planned school would be considered sensitive receptor land uses.
- South—To the south of the Phase 1 area is a subdivision of single-family homes, followed by another subdivision of single-family homes. The residences would be considered sensitive receptor land uses.
- West—To the west of Phase 1 is agricultural land, followed by more agricultural land.

During and following buildout of Phase 1 construction, residences proposed as part of development contemplated under the proposed Specific Plan would result in new sensitive receptors as the project is built out.

It is anticipated that Phase 2 would begin construction once the low-density residential of Phase 1 is at 60 percent completion. Land uses and the surrounding area for Phase 2 are described below and include new land uses that are proposed as part of Phase 1. The surrounding land uses for Phase 2 are as follows:

- North—To the north of the Phase 2 area is a dairy followed by agricultural land.
- East—To the east of the Phase 2 area is agricultural land followed by more agricultural land.
- South—To the south of the Phase 2 area is the Phase 1 residential and commercial development, as well as a middle school and a planned high school.
- West—To the west of the Phase 2 area is a feedlot, followed by agricultural land.

Depending on the order of buildout for Phase 2, the nearest sensitive receptors for project activities are expected to change as newly developed uses included in Phase 2 would begin to be occupied prior to full buildout.

Impacts to receptors located outside the project boundaries would occur primarily during project construction. Construction emissions were modeled to begin as early as October 2022 and continue over the anticipated 15-year project buildout. The use of an earlier construction schedule presents a conservative estimate of construction emission and related impacts, as emissions for the same level of activity are expected to decrease in future years due to the replacement of older equipment with cleaner models, increasingly more stringent regulations, and technological improvements.

Construction activities are expected to occur over several years as the Specific Plan area and individual developments are gradually built out. For each area, most emissions are expected to occur during the initial site preparation and grading activities and to a lesser extent during ground-up construction. For criteria pollutants, impacts to receptors located outside of the project are based on emissions during the highest emissions during any construction year. As shown in Table 17, emissions generated from construction of the project are less than SJVAPCD screening criteria when assessed for individual development projects. As shown in Table 18, the project would not exceed SJVAPCD screening thresholds for localized operational criteria pollutant impacts for NO_x, PM₁₀, or PM_{2.5}; however, emissions would exceed the localized screening thresholds for CO. Although the project exceeds the 100-pound-per screening threshold for CO, the majority of the estimated emissions are from landscaping equipment for residential developments. The ARB has identified the need to reduce emissions from small off-road engines used in California, and the SJVAPCD currently facilitates the Clean Green Yard Machines Voucher Program that provides incentives for the replacement of landscape maintenance equipment to lawn care providers in the San Joaquin Valley. MM AIR-2b is required to decrease emission of CO from landscaping equipment. If assessed for elevated CO concentrations in smaller areas and with incorporation of MM AIR-2b, it is not anticipated that any single receptor would be exposed to hazardous levels of CO from landscaping equipment because the emissions from landscaping at each home, business, or public use would occur at dispersed locations throughout the development. Because commercial development projects may continue to exceed or substantially contribute to an area-wide exceedance, even after the incorporation of MM AIR-2b, MM AIR-3a is required to reduce potential impacts. Furthermore, the project's operational impacts from CO are assessed by evaluating the project's potential to create or contribute to a CO hotspot. As discussed below, it is not anticipated that a CO hotspot will occur in the Specific Plan area. As such, emissions of CO from mobile sources would not have a localized significant impact. Considering all of the information discussed above, this impact would be less than significant with incorporation of mitigation.

Construction: ROG

ROG is emitted during the application of architectural coatings (painting). The amount emitted is dependent on the amount of ROG (or VOC) in the paint. ROG emissions are typically an indoor air quality health hazard concern rather than an outdoor air quality health hazard concern. In addition, SJVACDP Rule 4601 Architectural Coatings limits the VOCs allowed in architectural coatings used in the San Joaquin Valley. As any architectural coating activities associated with buildout and development contemplated under the proposed Specific Plan would be subject to compliance with

Rule 4601, these activities would not create a localized impact. Therefore, exposure to ROG during architectural coatings is a less than significant health impact.

There are three types of asphalt that are typically used in paving: asphalt cements, cutback asphalts, and emulsified asphalts. However, SJVAPCD Rule 4641 prohibits the use of the following types of asphalt: rapid cure cutback asphalt; medium cure cutback asphalt; slow cure asphalt that contains more than one-half (0.5) percent of organic compounds that evaporate at 500 degrees Fahrenheit (°F) or lower; and emulsified asphalt containing organic compounds, in excess of 3 percent by volume, that evaporate at 500°F or lower. An exception to this is medium cure asphalt when the National Weather Service official forecast of the high temperature for the 24-hour period following application is below 50°F.

The acute (short-term) health effects from worker direct exposure to asphalt fumes include irritation of the eyes, nose, and throat. Other effects include respiratory tract symptoms and pulmonary function changes. The studies were based on occupational exposure of fumes. Residents are not in the immediate vicinity of the fumes; therefore, they would not be subjected to concentrations high enough to evoke a negative response. In addition, the restrictions that are placed on asphalt in the San Joaquin Valley reduce ROG emissions from asphalt and exposure. The impact to nearby sensitive receptors from ROG during construction would be less than significant.

Localized Pollutant Screening Analysis

Emissions occurring at or near the project have the potential to create a localized impact, also referred to as an air pollutant hotspot. Localized emissions are considered significant if, when combined with background emissions, they would result in exceedance of any health-based air quality standard. The impact from localized pollutants is based on the impact to the nearest sensitive receptor.

The SJVAPCD's GAMAQI includes screening thresholds for identifying projects that need detailed analysis for localized impacts. Projects with on-site emission increases from construction activities or operational activities that exceed the 100 pounds per day screening level of any criteria pollutant after compliance with Rule 9510 and implementation of all enforceable mitigation measures would require preparation of an ambient air quality analysis. The criteria pollutants of concern for localized impact in the SJVAB are PM₁₀, PM_{2.5}, NO_x, and CO. There is no localized emission standard for ROG and most types of ROG are not toxic and have no health-based standard; however, ROG was included for informational purposes only.

The highest daily emissions generally occur during project grading activities except for ROG emissions, which are highest during application of architectural coatings. In instances where the duration of the construction activity was shortened to match the expected construction schedule, daily building construction emissions may be higher than phases that are typically more intense (such as grading and site preparation) because it was assumed that an increase in construction activity would be necessary to accommodate the shortened schedule. The construction screening analysis uses on-site emissions. To account for on-site travel and idling from on-road construction vehicle trips, emissions from construction vehicle trips were included after a 0.5-mile trip length was applied. The results of the construction screening analysis are presented in Table 17. Project maximum daily construction emissions for each development area would be less than the screening

threshold for all pollutants; therefore, no additional analysis is required for localized criteria pollutant impacts in regards to the project's potential to create an ambient air quality impact from construction.

Table 17: Maximum Daily Air Pollutant Emissions during Construction (Unmitigated)

| Maximum Daily Emissions by Development | Emissions (pounds per day) | | | | |
|--|----------------------------|-----------------|--------------|------------------|-------------------|
| | ROG | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Phase 1 Tier 1 Multifamily Residential | 78.93 | 38.87 | 29.21 | 10.47 | 6.03 |
| Phase 1 Tier 2 Multifamily Residential | 74.36 | 32.40 | 27.87 | 10.08 | 5.68 |
| Phase 1 Single-family Residential | 29.94 | 83.81 | 88.06 | 12.60 | 7.95 |
| Phase 1 Commercial | 37.88 | 27.20 | 21.59 | 10.08 | 5.68 |
| Phase 2 Multifamily Residential | 60.48 | 27.96 | 26.46 | 20.75 | 11.10 |
| Phase 2 Single-family Residential | 39.95 | 62.56 | 76.12 | 11.66 | 6.94 |
| Phase 2 Commercial | 7.53 | 25.28 | 18.05 | 9.94 | 5.55 |
| Phase 2 Basin | 2.92 | 27.97 | 26.47 | 9.94 | 5.55 |
| Highest Emissions in Development | 78.93 | 83.81 | 88.06 | 20.75 | 11.10 |
| Screening Thresholds | — | 100 | 100 | 100 | 100 |
| Exceeds Threshold (Yes or No) | — | No | No | No | No |
| Notes: NO _x = nitrogen oxides CO = carbon monoxide PM ₁₀ and PM _{2.5} = particulate matter N/A = Not applicable Emissions shown are from the winter model output. There is no ambient air quality standard for ROG. Source: CalEEMod output (Appendix A). | | | | | |

Maximum Daily Operational Emissions

An analysis of maximum daily emissions during operation was conducted to determine if emissions would exceed 100 pounds per day for any pollutant of concern. The maximum daily operational emissions were assessed separately for Phase 1 and Phase 2 of the proposed Specific Plan, as this analysis is related to localized effects of air quality. Emissions are presented by showing the maximum daily emissions for the largest individual development projects within each phase. The individual development projects were modeled for the operational year immediately following construction buildout for each phase, which presents a conservative analysis compared to using later operational year. Using earlier operational years constitutes a conservative analysis because emissions decline over time as older, high-emitting vehicles are replaced with new low-emitting vehicles compliant with current emission standards. Operational emissions include emissions generated on-site by area sources such as natural gas combustion and landscape maintenance, and off-site by motor vehicles accessing the project. Most motor vehicle emissions would occur distant from the site and would not contribute to a violation of ambient air quality standards; therefore, only emissions from vehicles operating within 0.5 mile of the site were included in the assessment. The results of the screening analysis are presented in Table 18.

Table 18: Maximum Daily Air Pollutant Emissions during Operations

| Maximum Daily Emissions per Source Category | Emissions (pounds per day) | | | | |
|--|----------------------------|-----------------|---------------|------------------|-------------------|
| | ROG | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Largest Individual Development Project in Phase 1 (Phase 1 Commercial/Mixed Use) | | | | | |
| Area | 3.79 | 0.00 | 0.02 | <0.01 | <0.01 |
| Energy | 0.03 | 0.29 | 0.24 | 0.02 | 0.02 |
| Mobile | 27.25 | 21.71 | 146.61 | 7.42 | 2.07 |
| Phase 1 Highest Development Total | 31.07 | 22.00 | 146.87 | 7.44 | 2.09 |
| Screening threshold | — | 100 | 100 | 100 | 100 |
| Exceed screening threshold? | — | No | Yes | No | No |
| Largest Individual Development Project in Phase 2 (Phase 2 Single-family Residential) | | | | | |
| Area | 38.87 | 10.94 | 92.94 | 1.30 | 1.30 |
| Energy | 0.76 | 6.52 | 2.78 | 0.53 | 0.53 |
| Mobile | 6.00 | 7.90 | 48.50 | 3.60 | 0.98 |
| Phase 2 Highest Development Total | 45.63 | 25.36 | 144.21 | 5.42 | 2.81 |
| Screening threshold | — | 100 | 100 | 100 | 100 |
| Exceed screening threshold? | — | No | Yes | No | No |
| Notes: NO _x = nitrogen oxides CO = carbon monoxide PM ₁₀ and PM _{2.5} = particulate matter N/A = Not applicable Emissions shown are from the winter model output. There is no ambient air quality standard for ROG. Source: CalEEMod output (Appendix A). | | | | | |

The project would not exceed SJVAPCD screening thresholds for localized operational criteria pollutant impacts for NO_x, PM₁₀, or PM_{2.5}; however, emissions would exceed the localized screening thresholds for CO. Specifically, the area-source emissions from residential uses are contributing to this exceedance in the residential development scenarios and mobile-source emissions are the main contributor to this exceedance in the commercial/mixed-use development scenario. A review of the CalEEMod output files shows that the majority area-source emissions from residential are estimated to be from landscaping activities. The following option would reduce the operational CO emissions below the 100-pound-per-day screening threshold for the highest individual development in Phase 2:

- Utilize only electric landscaping equipment in perpetuity.

As noted above, the option available to reduce the majority of CO emissions caused by area-sources during operations would require the use of restricted equipment by future occupants in perpetuity. Future occupants (including residents) would have access to landscaping equipment available on the marketplace. Regulation of landscaping equipment available on the marketplace is not within the control of any individual project applicant or lead agency. Therefore, requiring the use of only

electric landscaping equipment in perpetuity is neither feasible nor enforceable. MM AIR-2b requires design plans that encourage the use of electric landscaping by all components of the proposed Specific Plan. In addition, SC AIR-1 is required and would reduce on-site emissions from mobile sources by facilitating and promoting the use of electric vehicles during operations. As previously discussed, it is not anticipated that any single receptor would be exposed to hazardous levels of CO from landscaping equipment because the emissions from landscaping at each home would occur at dispersed locations throughout the development. However, commercial development projects would continue to have the potential to exceed the localized ambient air quality screening thresholds, even after compliance with regulations and the incorporation of MM AIR-2b; therefore, further analysis is provided below. A project that would not create or contribute to a carbon monoxide hotspot would not be considered to have a localized CO impact. As discussed below, a CO hotspot is not anticipated to occur in the Specific Plan area.

Carbon Monoxide Hot Spot Analysis (Operation: CO)

Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. The SJVAPCD provides screening criteria to determine when to quantify local CO concentrations based on impacts to the level of service (LOS) of intersections in the project vicinity.

Construction of the project would result in minor increases in traffic for the surrounding road network during the duration of construction. Motor vehicles accessing the site when it becomes operational would result in an increase in daily trips that on roads serving the site. Roads serving the site have been evaluated in the City of Visalia's General Plan EIR. The City of Visalia's General Plan EIR shows the 1-hour and 8-hour CO concentrations for the six most heavily trafficked intersections with the lowest LOS in Visalia. The CO concentrations in the EIR were modeled for both the year the study was done in 2012 and for projections based on the City of Visalia's 2030 General Plan. Since the final buildout of the project is scheduled to conclude in 2037, numbers for the 2030 General Plan would be more applicable to the proposed project. Of the six intersections monitored and modeled as part of the EIR, the Riggan Avenue/Shirk Road intersection would be the most applicable to the proposed project, as it is immediately adjacent to the project area. The highest background 1-hour average CO concentration modeled in the EIR is 3.1 ppm, which is 85 percent lower than the CAAQS of 20 ppm and 92 percent lower than the NAAQS of 35 ppm. The highest background 8-hour average CO concentration modeled in the EIR is 1.9 ppm, which is 79 percent lower than the CAAQS of 9.0 ppm or the NAAQS of 9 ppm.

A sensitivity analysis using the CALINE4 CO Hotspot model was run for the General Plan EIR to determine the volume of trips that would be required to exceed the most stringent CO standard. At triple the predicted peak for General Plan buildout of 345,864 peak-hours VMT, the hourly concentration would be 9.3 ppm and an 8-hour concentration of 5.7 ppm. Based on this analysis, it is not anticipated that a CO hotspot will occur in the Plan Area. No CO hotspot modeling is required for new projects during General Plan buildout unless peak-hour VMT more than triple what was analyzed in the General Plan EIR, which is not projected to occur with the proposed Specific Plan. Furthermore, CO emissions are predicted to continue to decline as old vehicles are retired and cleaner new motor vehicles take their place. Therefore, the project's localized impact from generation of CO during project operations would be less than significant.

Operation: ROG

During operation, ROG would be emitted primarily from motor vehicles. Direct exposure to ROG from project motor vehicles would not result in health effects, because the ROG would be distributed across miles and miles of roadway and in the air. The concentrations would not be great enough to result in direct health effects.

Operation: PM₁₀, PM_{2.5}, NO_x

As shown in Table 18, localized emissions of PM₁₀, PM_{2.5} and NO_x would not exceed the SJVAPCD screening thresholds at full project buildout for any individual development contemplated under the proposed Specific Plan. Residential development is an insignificant source of these pollutants, except for projects that allow woodburning devices that emit PM₁₀, PM_{2.5} in wood smoke. The project would include only natural gas-fueled fireplaces and inserts that are not considered significant sources of PM_{2.5} and PM₁₀. The largest source of emissions from commercial projects is motor vehicles. Most motor vehicle emissions occur when employee and customer vehicles travel to and from the project site and not during parking and idling on the site. The localized emissions of PM₁₀, PM_{2.5}, and NO_x would not exceed the screening threshold; therefore, the project would not expose sensitive receptors located near the commercial sites to substantial criteria air pollutant concentrations during operation.

Construction: Toxic Air Contaminants

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's latest threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million). The SJVAPCD's 2015 GAMAQI does not currently recommend analysis of TAC emissions from project construction activities, but instead focuses on projects with operational emissions that would expose sensitive receptors over a typical lifetime of 70 years. However, SJVAPCD comment letters in recent years have emphasized that multi-year construction projects are also of concern in the San Joaquin Valley and have the potential to expose sensitive receptors to significant health risk impacts. Construction equipment fleet operators are subject to ARB's In Use Offroad Equipment Fleet Regulation, which requires the use of increasing amounts of lower-emitting equipment that will help to ensure that risk would not exceed SJVAPCD thresholds. Implementation of MM AIR-3a would ensure that projects that have the potential to cause a significant impact would be evaluated.

Operation: Toxic Air Contaminants*Project Operations as Toxic Air Contaminants Generator*

The proposed Specific Plan contemplates the development of residential uses, commercial uses, and public facilities within the Specific Plan area to complement and support a developing area of the City of Visalia. Specific land uses included in the proposed Specific Plan include up to 3,262 dwelling units (a mix of densities and both single-family and multi-family uses), 35.1 acres of commercial uses, and park and public spaces. Unlike warehouses or distribution centers, the daily vehicle trips generated by development under the proposed Specific Plan would be primarily generated by passenger vehicles. Passenger vehicles typically use gasoline engines rather than the diesel engines that are found in heavy-duty trucks. Gasoline-powered vehicles do emit TACs in the form of toxic organic gases, some of which are carcinogenic. Compared to the combustion of diesel, the combustion of gasoline had relatively low emissions of TACs. Thus, residential and most

neighborhood commercial projects produce limited amounts of TAC emissions during operation and thus have not been subject to project TAC analysis. Consistent with SJVAPCD guidance, an operational Health Risk Assessment would not be necessary for most land uses associated with the proposed Specific Plan. Specifically, implementation of the proposed Specific Plan is not expected to result in significant health impacts during operation from buildout of residential uses; however, uses allowed under the commercial portion of the Specific Plan could include uses that could result in truck deliveries that could expose existing or planned sensitive receptors to potentially significant levels of DPM from on-site and localized travel and on-site and localized idling.

In addition, the commercial portions of the Specific Plan could include fuel-dispensing stations that could emit elevated levels of known carcinogenic substances within distances of existing or planned sensitive receptors that would warrant further analysis. Prior to mitigation, the impact for the project to expose sensitive receptors to elevated levels of toxic air contaminants during project operations is potentially significant. MM AIR-3a (which would require further evaluation of commercial uses to evaluate the development's potential to expose future sensitive receptors to evaluated levels of TACs during operations) is required to reduce the impact to the extent feasible.

Although the exact uses and placements for most of the commercial development contemplated under the proposed Specific Plan are still yet to be determined at this time, the Specific Plan includes a proposed Costco in the commercial mixed use land use in Phase 1. Because the planned location of the Costco gasoline station, warehouse, and other relevant parameters are known, health risk impacts were evaluated as part of the preparation of this Specific Plan. The results of the Health Risk Assessment (HRA) prepared to evaluate the gasoline fueling and warehouse activities are summarized below, while the full HRA is included in Appendix B.

Project Operations as Toxic Air Contaminants Generator – Proposed Costco Gasoline Station and Warehouse

Out of the toxic compounds emitted from gasoline stations, benzene, ethylbenzene, and naphthalene have cancer toxicity values. However, benzene is the TAC which drives the risk, accounting for 85 percent of cancer risk from gasoline vapors. Furthermore, benzene constitutes more than three to four times the weight of gasoline than ethylbenzene and naphthalene, respectively (SCAQMD 2015). The specific processes associated with fuel storage tanks and fuel dispensers that emit air toxics include loading, breathing, refueling, and spillage, as described below:

- Loading – Emissions occur when a fuel tanker truck unloads gasoline into the storage tanks. The storage tank vapors, displaced during loading, are emitted through its vent pipe. (A required pressure/vacuum valve installed on the tank vent pipe significantly reduces these emissions.)
- Breathing – Emissions occur through the storage tank vent pipe as a result of temperature and pressure changes in the tank vapor space.
- Refueling – Emissions occur during motor vehicle refueling when gasoline vapors escape through the vehicle/nozzle interface.
- Spillage – Emissions occur from evaporating gasoline that spills during vehicle refueling.

Health risk impacts from the proposed gasoline station were estimated in the “Human Health Risk Assessment for the Operation of the Proposed Gasoline Dispensing Facility and Warehouse within

the Carleton Acres Specific Plan in Visalia, California” memorandum prepared by Ramboll US Consulting Inc., dated February 23, 2023 (included as Appendix B of this technical report). Results of the health risk analysis from operations of the proposed gasoline station and warehouse are summarized in Table 19.

Table 19: Summary of the Health Impacts from Operations from the Proposed Costco Gasoline Station and Warehouse

| Exposure Scenario | Maximum Cancer Risk (Risk per Million) | Chronic Non-Cancer Hazard Index ¹ | Acute Non-Cancer Hazard from Maximum Hourly Benzene |
|--|--|--|---|
| Residential | 6.6 | 0.0 | 0.2 |
| Sensitive | 0.4 | 0.0 | 0.0 |
| Worker | 4.0 | 0.1 | 0.5 |
| Applicable Threshold of Significance | 20 | 1 | 1 |
| Exceeds Individual Source Threshold in Any Scenario? | No | No | No |
| ¹ Chronic and acute hazard indices shown as 0.0 are non-zero values; however, they are below a meaningful reporting level for this analysis. Source: Appendix B. | | | |

As shown above in Table 19, the calculated health metrics from the proposed project’s operational emissions would not exceed the cancer risk significance threshold, the non-cancer hazard index significance threshold, or the acute non-cancer hazard in any scenario analyzed. Therefore, the proposed project would not result in a significant impact on nearby sensitive receptors from project-generated TACs from gasoline fueling activities and operational DPM from the proposed Costco gasoline station and warehouse. MM AIR-3a, which requires further evaluation of proposed commercial and commercial mixed-use development within the Specific Plan area, would require individual projects to reduce impacts to an acceptable level. Although individual development projects would be required to implement all feasible and enforceable mitigation to reduce a significant impact, information is insufficient to determine whether impacts would be less-than-significant after incorporation of all applicable mitigation. Therefore, this impact remains significant.

Project Operations Land Use Compatibility: ARB Air Quality and Land Use Handbook Recommendations

The ARB Air Quality and Land Use Handbook contains recommendations that will “help keep California’s children and other vulnerable populations out of harm’s way with respect to nearby sources of air pollution” (ARB 2005), including recommendations for distances between sensitive receptors and certain land uses. In the *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) (Case No. S213478) the California Supreme Court held that “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project’s impact on the environment—and not the environment’s impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions.” Although the Court ruled that impacts from the existing environment on projects are

not required to be addressed under CEQA, land uses such as gasoline stations, dry cleaners, distribution centers, and auto body shops can expose residents to high levels of TAC emissions if they are close to the project site. Information regarding the location of existing TAC sources is provided for disclosure purposes only and not as a measure of the project's significance under CEQA.

Consistency with these recommendations is assessed as follows:

- **Heavily traveled roads.** ARB recommends avoiding new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. Epidemiological studies indicate that the distance from the roadway and truck traffic densities were key factors in the correlation of health effects, particularly in children. The project is located on the northwest corner of N. Akers Street and W. Riggin Avenue in Visalia, California. The traffic volumes on the road segments nearest the project are available for Akers Street east of the project site for 2018 and Riggin Avenue south of the project site for 2020. The traffic volume of Akers Street was 3,220 trips per day in 2018. The traffic volume on Riggin Avenue was 9,150 trips per day in 2020. No roads serving the project would exceed this criterion (City of Visalia 2020).
- **Distribution centers.** ARB also recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center. The project is not located within 1,000 feet of a distribution center; however, there is a potential for land use developments to be located within 1,000 feet of the Specific Plan area in the future. Any future development that could include distribution centers would be subject to environmental review, which would include an assessment of the potential to expose sensitive receptors to TACs.
- **Fueling stations.** ARB recommends avoiding new sensitive land uses within 300 feet of a large fueling station (a facility with a throughput of 3.6 million gallons per year or greater). ARB recommends a 50-foot separation is recommended for typical gas dispensing facilities. The nearest existing gas station is located at 1300 N Demaree Street, approximately 1.5 miles southeast of the project site; however, buildout of development contemplated by the proposed Specific Plan would include both sensitive land uses and land uses that could include fueling stations. This is addressed in the project's potential to expose receptors to elevated levels of TACs.
- **Dry cleaning operations.** ARB recommends avoiding siting new sensitive land uses within 300 feet of any dry-cleaning operation that uses perchloroethylene. For operations with two or more machines, ARB recommends a buffer of 500 feet. For operations with three or more machines, ARB recommends consultation with the local air district. The nearest dry-cleaning operation is approximately 1.1 miles south of the project site at 5219 W Goshen Avenue.
- **Auto body shops.** Auto body shops have the potential to emit TACs related to painting. The nearest auto body shop is located at 601 E Acequia Avenue approximately 4.0 miles southeast of the project site, which is beyond the distance that would result in a measurable impact.

Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh

environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions (CDC 2020). California experienced 6,490 new cases of Valley fever in 2020. A total of 195 Valley fever cases were reported in Tulare County in 2020 (CDPH 2021).

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy.

Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*: 1)

- 1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
- 2) Old (prehistoric) Indian campsites near fire pits
- 3) Areas with sparse vegetation and alkaline soils
- 4) Areas with high salinity soils
- 5) Areas adjacent to arroyos (where residual moisture may be available)
- 6) Packrat middens
- 7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
- 8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include: 1)

- 1) Cultivated fields
- 2) Heavily vegetated areas (e.g. grassy lawns)
- 3) Higher elevations (above 7,000 feet)
- 4) Areas where commercial fertilizers (e.g. ammonium sulfate) have been applied
- 5) Areas that are continually wet
- 6) Paved (asphalt or concrete) or oiled areas
- 7) Soils containing abundant microorganisms
- 8) Heavily urbanized areas where there is little undisturbed virgin soil (USGS 2000).

The project site is situated in a city growth area. The project includes urbanization of a site that was formerly used for agricultural purposes. Therefore, implementation of the project would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil.

Construction activities would generate fugitive dust that could contain *C. immitis* spores. The project will minimize the generation of fugitive dust during construction activities by complying with the District's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores, would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be negligible, because most of the project area would be occupied by buildings, pavement, and landscaped areas. This condition would preclude the possibility of the project from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

According to a map of areas where naturally occurring asbestos in California are likely to occur (U.S. Geological Survey 2011), there are no such areas in the project area. Therefore, development of the project is not anticipated to expose receptors to naturally occurring asbestos. Impacts would be less than significant.

Conclusion

In summary, the project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant during project construction. The localized emissions of PM₁₀, PM_{2.5}, and NO_x would not exceed the screening thresholds during project operations. Furthermore, the project would not have a significance impact in regards to ROG or CO during project operations. The project would not be a suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. However, the project may expose sensitive receptors to substantial concentrations of TACs from construction and/or operations of the project. Therefore, the project could result in significant impacts to sensitive receptors. As the exact timing, details surrounding potential sources, and extract locations and occupancy of planned residential receptors is unknown at this time, the impact remains significant.

Level of Significance Before Mitigation

Significant impact.

Mitigation Measures

Implement MM AIR-2b, MM AIR-2c, and the following:

MM AIR-3a Prior to future discretionary approval for commercial or commercial mixed-use projects, the City of Visalia shall evaluate potential health risk impacts from new development proposals for any individual development projects within 1,000 feet of an existing or planned sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit the following to the City of Visalia's Planning Division:

- A Health Risk Prioritization Screening Analysis or a Health Risk Assessment (HRA) for the project’s potential to expose sensitive receptors to elevated levels of TACs during project construction and operations prepared in accordance with SJVAPCD guidance. If the HRA shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is considered, the project applicant shall be required to identify and incorporate commercially feasible mitigation including appropriate enforcement mechanisms to reduce risks to an acceptable level.

Level of Significance After Mitigation

Significant and unavoidable impact.

5.2.4 - Objectionable Odors

Impact AIR-4: **The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**

Impact Analysis

Thresholds of Significance

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. According to the *CBIA v. BAAQMD* ruling, impacts of existing sources of odors on the project are not subject to CEQA review. Therefore, the analysis to determine if the project would locate new sensitive receptors near an existing source of odor is provided for informational purposes only. The SJVAPCD has determined the common land use types that are known to produce odors in the Air Basin. These types are shown in Table 20.

Table 20: Screening Levels for Potential Odor Sources

| Odor Generator | Screening Distance |
|--|--------------------|
| Wastewater Treatment Facilities | 2 miles |
| Sanitary Landfill | 1 mile |
| Transfer Station | 1 mile |
| Composting Facility | 1 mile |
| Petroleum Refinery | 2 miles |
| Asphalt Batch Plant | 1 mile |
| Chemical Manufacturing | 1 mile |
| Fiberglass Manufacturing | 1 mile |
| Painting/Coating Operations (e.g., auto body shop) | 1 mile |
| Food Processing Facility | 1 mile |
| Feed Lot/Dairy | 1 mile |

| | |
|------------------------|--------|
| Rendering Plant | 1 mile |
| Source: SJVAPCD 2015a. | |

According to the SJVAPCD GAMAQI, analysis of potential odor impacts should be conducted for the following two situations:

- **Generators:** projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and
- **Receivers:** residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

Project Analysis

Project as a Generator

Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The project would not engage in any of these activities. Therefore, the project would not be considered a generator of objectionable odors during operations.

During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and would not likely be noticeable for extended periods of time beyond the project's site boundaries. The potential for diesel odor impacts would therefore be less than significant.

Project as a Receiver

With the *CBIA v. BAAQMD* ruling, analysis of odor impacts on receivers is not required for CEQA compliance. Therefore, the following analysis is provided for information only. There are two potential odor sources in the screening area of the project: a dairy directly across the street to the north of the project and a feedlot directly across the street to the west. Additionally, the next closest odor sources are a landfill located 1.1 miles to the north of the project site and a chemical manufacturing plant 1.1 miles to the southwest of the project site. There are various other odor sources in the vicinity of the project area; however, they are all located more than 2.5 miles away (with the exception of the odor sources mentioned previously). As this distance is far beyond the screening distance for every listed odor source provided by the SJVAPCD, they are not relevant to the Specific Plan area.

As a mixed-use development that includes residential development and the possibility of a school, the project has the potential to place sensitive receptors (future residents and students) near existing odor sources. As previously mentioned, residences may be located within 50 feet of both the feedlot to the west as well as the dairy to the north of the project area.

For all facilities outlined above, there are existing residential uses located closer to each facility than the proposed Specific Plan. Considering all of the information, the uses in the specific plan area vicinity would not cause substantial odor impacts to future residents occupying development built out under the proposed Specific Plan. The proposed Specific Plan would not place odor-sensitive

receptors near an existing or planned source of odor affecting a substantial number of people. Therefore, operational odor impacts in terms of the planning area as an odor-sensitive receptor would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

SECTION 6: GREENHOUSE GAS IMPACT ANALYSIS

6.1—CEQA Guidelines

CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in the environment.” To determine if a project would have a significant impact on GHGs, the type, level, and impact of emissions generated by the project must be evaluated.

The following GHG significance thresholds are contained in Appendix G of the CEQA Guidelines, which were amendments adopted into the Guidelines on March 18, 2010, pursuant to SB 97 and most recently amended December 28, 2019. A significant impact would occur if the project would:

- (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- (b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

6.2—Impact Analysis

6.2.1 - Greenhouse Gas Inventory

Impact GHG-1: **The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment.**

Impact Analysis

Threshold of Significance

The project would have a significance impact if the project would generate direct or indirect GHG emissions that would have a significant impact on the environment. Section 15064.4(b) of the CEQA Guidelines’ 2018 amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project’s incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of

impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

Visalia's 2013 CAP provides the following reduction targets for Visalia's community and municipal sectors based on the baseline year emissions and emissions projections estimates:

- A reduction target of 15 percent below 2005 baseline year level by 2020 (*selected to be in-line with ARB's recommended reduction targets*)
- A reduction target of 30 percent below 2005 baseline year level by 2030 (*strategy consistent with Executive Order S-3-05*)

In addition to the plan consistency analysis, a quantitative analysis that shows that reductions from BAU emissions would exceed 21.7 percent in 2020 was prepared to show consistency with State reduction targets. This was included as it is more stringent, compared to the BAU methodology provided in Visalia's 2013 CAP. The SJVAPCD's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* provides guidance for preparing a BAU analysis (SJVAPCD 2009b). Under the SJVAPCD guidance, projects meeting one of the following would have a less than significant impact on climate change:

- Exempt from CEQA;
- Complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project achieves 29 percent GHG reductions by using approved Best Performance Standards; and
- Project achieves AB 32 targeted 29 percent GHG reductions compared with "business as usual."

The 29 percent GHG reduction level is based on the target established by ARB's AB 32 Scoping Plan, approved in 2008. The GHG reduction level for the State to reach 1990 emission levels by 2020 was reduced to 21.7 percent from BAU in 2020 in the 2014 First Update to the Scoping Plan to account for slower than projected growth after the 2008 recession (ARB 2014). In addition, the State has reported that the 2016 greenhouse gas inventory was below the 2020 target for the first time (ARB 2018a). Furthermore, the 2017 Scoping Plan states that California is on track to achieve the 2020 target (ARB 2017b). In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045. First occupancy at the project site is expected to occur as early as 2023, which is after the AB 32 target year. Full buildout of the project is expected to take up to fifteen (15) years depending on market conditions. Until a new threshold or BPS are identified for projects constructed after-2020, significance is based on making continued progress toward the SB 32 2030 goal.

A quantitative analysis was prepared for this project to determine the extent to which it may increase or reduce greenhouse gas emissions as compared to the existing environmental setting to fulfill Consideration 1.

Consideration 2 requires the identification of BPS that are determined to meet the 29 percent reduction from BAU. The SJVAPCD intended to develop a list of BPS for development projects that were pre-determined to achieve a 29 percent reduction from BAU but has not completed the list. However, since the SJVAPCD guidance was adopted in 2009, regulations on sources of GHG emissions applicable to development projects have been implemented that will achieve in excess of a 29 percent reduction from BAU for most projects. A BAU analysis is provided to demonstrate that the project would exceed the current 21.7 percent reduction and the previous SJVAPCD 29 percent reduction threshold. The analysis also assesses whether the project would achieve a 15 percent reduction from 2005 emissions by 2020 and a 30 percent reduction from 2005 emissions by 2030 to demonstrate consistency with the City of Visalia CAP targets.

The analysis also addresses consistency with the SB 32 targets and the 2017 Scoping Plan Update with an assessment of the project's reduction from BAU based on emissions in 2030 compared with the 21.7 percent reduction and with a consistency analysis. This approach provides estimates of project emissions in the new 2030 milestone year with the existing threshold to address Considerations 1 and 2 above.

To determine significance, the analysis first quantifies project-related GHG emissions under a BAU scenario, and then compares these emissions with emissions that would occur when all project-related design features are accounted for, and when compliance with applicable regulatory measures is assumed. The standards and methodology are explained in further detail below.

The analysis prepared for the project also includes qualitative assessments of compliance with 2008 Scoping Plan, the 2017 Scoping Plan Update, and the City of Visalia CAP to support GHG significance findings under Impact GHG-2. Impact Analysis

Construction

Total GHG emissions generated during all phases of construction were combined and are presented in Table 21. The SJVAPCD does not recommend assessing the significance of construction-related emissions. However, construction emissions may remain in the atmosphere for years after construction is complete. In order to account for the construction emissions, amortizations of the total emissions generated during construction were based on the life of the development (30 years) and added to the operational emissions.

Table 21: Construction Greenhouse Gas Emissions

| Phase/Year | MTCO _{2e} per year |
|--|-----------------------------|
| Phase 1 | |
| Phase 1 Tier 1 Multifamily Residential | 1,420.67 |
| Phase 1 Tier 2 Multifamily Residential | 708.53 |
| Phase 1 Single-family Residential | 6,671.01 |
| Phase 1 Commercial Mixed Use | 2,196.24 |
| Phase 1 Subtotal | 10,996.45 |
| <i>Amortized Over 30 Years</i> | <i>366.55</i> |
| Phase 2 | |

| | |
|--|------------------------|
| Phase 2 Multifamily Residential | 11,629.29 |
| Phase 2 Single-family Residential | 15,853.92 |
| Phase 2 Commercial | 516.88 |
| Phase 2 Basin | 124.53 |
| Phase 2 Subtotal | 28,124.62 |
| <i>Amortized Over 30 Years</i> | <i>937.49</i> |
| Phases 1 and 2 Combined | |
| Grand Total for All Construction Activities | 39,121.07 |
| <i>Amortized over 30 years</i> | <i>1,304.04</i> |
| Notes: Totals may not appear to sum exactly due to rounding. MTCO _{2e} = metric tons of carbon dioxide equivalents Source: CalEEMod output (Appendix A). | |

Operation

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources, such as landscaping activities and residential wood burning.

Business As Usual Operational Emissions

Operational emissions under the BAU scenario were modeled using CalEEMod 2020.4.0. Modeling assumptions for the year 2005 were used to represent 2028, 2037, and 2030 BAU conditions (without the benefit of regulations adopted to reduce GHG emissions). The SJVAPCD guidance recommends using emissions in 2002–2004 in the baseline scenario to represent conditions—as if regulations had not been adopted—to allow the effect of projected growth on achieving reduction targets to be clearly defined. CalEEMod defaults were used for project energy usage, water usage, waste generation, and area sources (architectural coating, consumer products, and landscaping). The vehicle fleet mixes in the BAU scenarios were revised to match the year being analyzed. Full assumptions and CalEEMod model outputs are provided in Appendix A.

2028, 2037, and 2030 Operational Emissions

Operational emissions were modeled using CalEEMod for the years 2028 for Phase 1 development and 2037 for Phase 2 development. Phases 1 and 2 were also modeled in year 2030 to assess progress towards SB 32 reduction targets. CalEEMod assumes compliance with some, but not all, applicable rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies, as described in the CalEEMod User's Guide (CAPCOA 2021b). The reductions obtained from each regulation and the source of the reduction amount used in the analysis are described below.

The project analyzes land use-related sources separately from permitted stationary sources of emissions. Permitted sources would be subject to Best Available Control Technologies to minimize impacts, which would be enforced as part of the permitting process.

Emissions Accounting for Applicable Regulations

The following regulations are incorporated into the CalEEMod emission factors:

- Pavley I and Pavley II (LEV III) motor vehicle emission standards
- ARB Medium and Heavy-Duty Vehicle Regulation
- 2005, 2008, 2013, 2016, and 2019 Title 24 Energy Efficiency Standards

The following regulations have not been incorporated into the CalEEMod emission factors and require alternative methods to account for emission reductions provided by the regulations:

- Renewables Portfolio Standard (RPS) requirements for years 2030 and later
- Green Building Code Standards (indoor water use)
- California Model Water Efficient Landscape Ordinance (Outdoor Water)
- 2022 Title 24 Energy Efficiency Standards

Title 24 reductions for 2013 and 2016 updates were added to CalEEMod 2016.3.2 and were carried into CalEEMod 2020.4.0. Title 24 reductions for 2019 were added to CalEEMod 2020.4.0; however, these reductions included in the model do not account for on-site renewable energy. The project is expected to include solar panels on each single-family residential unit in quantities that meet or exceed Title 24 requirements.

RPS is not accounted for in CalEEMod 2020.4.0. Reductions from RPS for operational years 2030 and beyond are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility RPS rate forecast for 2030. The utilities will be required by SB 100 to increase the use of renewable energy sources to 60 percent by 2030. The latest power content label for SCE was used to estimate a revised CO₂ intensity factor for use in the modeling; calculations and related sources are provided in Appendix A.

Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. The Water Conservation Act of 2009 mandates a 20 percent reduction in urban water use that is implemented with these regulations (CDWR 2013). Benefits of the water conservation regulations are applied in the CalEEMod mitigation component.

Reductions in emissions from solid waste are based on Tulare County achieving the CalRecycle 75 Percent Initiative by 2020 compared with a 45 percent baseline. Reductions are taken using the CalEEMod mitigation component.

In addition to rules and regulations, the project would incorporate design features and would obtain benefits from its location and infrastructure that would reduce project VMT compared with default values. The project would construct pedestrian infrastructure connecting within the project and to adjacent land uses. In addition, the project would provide electrical outlets for landscaping equipment that would be used in accordance with statewide usage rates for this type of equipment. The project is located approximately 5 miles from existing Downtown Visalia, providing shorter-than-average trip lengths to a job center and other important destinations.

Note that CalEEMod nominally treats these design elements and conditions as “mitigation measures,” despite their inclusion in the project design. Therefore, reported operational emissions are considered to represent unmitigated project conditions. Full assumptions and model output results are provided in Appendix A. Phase 1 and Phase 2 of the project were modeled in separate model runs. The combined results for the full project are presented in Table 22.

Table 22: Full Buildout Project Operational Greenhouse Gases (Phases 1 and 2 Combined)

| Source | Emissions (MTCO ₂ e per year) | | |
|---|--|--|-------------------|
| | Business as Usual | Buildout Scenarios (with Regulation and Design Features) | Percent Reduction |
| Area | 1,462.54 | 1,461.66 | 0.06% |
| Energy | 8,271.80 | 6,931.72 | 16.2% |
| Mobile | 55,009.18 | 34,580.06 | 37.1% |
| Waste | 1,577.78 | 1,182.91 | 25.0% |
| Water | 630.47 | 475.50 | 24.6% |
| Amortized Construction Emissions | 1,304.04 | 1,304.04 | 0.0% |
| Total | 68,255.81 | 45,935.89 | 32.7% |
| Reduction from BAU | | 22,319.92 | — |
| Percent Reduction | | 32.7% | — |
| Significance Threshold (AB 32 Consistency) | | 21.7% | — |
| Significance Threshold (SJVAPCD) | | 29% | — |
| Significance Threshold (City of Visalia CAP) | | 30% | — |
| Are emissions significant? | | No | |
| Notes: MTCO ₂ e = metric tons of carbon dioxide equivalents The project achieves the SJVAPCD 29 percent reduction from BAU threshold and the 21.7 percent required to show consistency with AB 32 targets. SJVAPCD has not set a new percent reduction target for 2030. Source: CalEEMod output (Appendix A). | | | |

As shown in Table 22, the project operations for the full project would achieve a reduction from BAU of 32.7 percent, which exceeds the 21.7 percent reduction required by the State to achieve the 2020 target by 11.0 percent and the SJVAPCD 29.0 percent target by 3.7 percent. No new threshold has been adopted by the SJVAPCD for the 2030 target, so in the interim the project must make continued progress toward the 2030 goal. In addition, the City of Visalia identifies a reduction target of 30 percent below 2005 baseline year level by 2030. The 2030 reduction target identified by the City of Visalia CAP was selected to show consistency with Executive Order S-3-05.

The ARB originally identified a reduction of 29 percent from BAU as needed to achieve AB 32 targets. The 2008 recession and slower growth in the years since 2008 have reduced the growth forecasted for 2020, and the amount needed to be reduced to achieve 1990 levels as required by AB 32. The

California Department of Finance (DOF) population forecast for 2020 to 2030 predicts growth in the State of 8.1 percent by the 2030 target year or 0.8 percent per year (DOF 2017).

The project includes design features that would result in reductions in energy use and support walking and bicycling. Measures that are part of the project design do not require additional mitigation measures to ensure they are accomplished.

The 32.7 percent reduction from BAU is 11.0 percent beyond the average reduction required by the State from all sources to achieve the AB 32 2020 target and therefore addresses the concern expressed in Newhall Ranch that projects should likely do more than the average to ensure they are providing a fair share of emission reductions.

An additional analysis for the 2030 operational scenario is summarized in Table 23. The 2030 analysis was prepared to show continued progress toward meeting the SB 32 2030 target.

**Table 23: Full Buildout Project Operational Greenhouse Gases
(2030 Operational Year Scenario)**

| Source | Emissions (MTCO ₂ e per year) | | |
|---|--|--|-------------------|
| | Business as Usual | 2030 (with Regulation and Design Features) | Percent Reduction |
| Area | 1,462.67 | 1,461.66 | 0.07% |
| Energy | 8,271.80 | 4,793.25 | 42.1% |
| Mobile | 54,624.74 | 30,381.39 | 44.4% |
| Waste | 1,577.78 | 1,104.45 | 30.0% |
| Water | 630.47 | 456.61 | 27.6% |
| Amortized Construction Emissions | 1,304.04 | 1,304.04 | 0.0% |
| Total | 67,871.51 | 39,501.40 | 41.8% |
| Reduction from BAU | | 28,370.11 | — |
| Percent Reduction | | 41.8% | — |
| Significance Threshold (AB 32 Consistency) | | 21.7% | — |
| Significance Threshold (SJVAPCD) | | 29% | — |
| Significance Threshold (City of Visalia CAP) | | 30% | — |
| Are emissions significant? | | No | |
| Notes: | | | |
| MTCO ₂ e = metric tons of carbon dioxide equivalents | | | |
| The project achieves the SJVAPCD 29 percent reduction from BAU threshold and the 21.7 percent required to show consistency with AB 32 targets. SJVAPCD has not set a new percent reduction target for 2030. | | | |
| Source: CalEEMod output (Appendix A). | | | |

As shown in Table 23, the full project at buildout under a 2030 operational year scenario would achieve a 41.8 percent reduction from BAU that would exceed the 21.7 percent reduction required by the State to achieve the 2020 target by 20.1 percent and the SJVAPCD 29.0 percent target by 12.8

percent in the 2030 operational buildout scenario. The project would also exceed the CAP 2030 percent reduction requirement of 30 percent by 11.8 percent.

The analysis presented above does not include several new strategies proposed in the 2017 Scoping Plan Update or the recently adopted 2022 Scoping Plan. The adopted updates provide alternatives in terms of their likelihood of implementation and ranges of reduction from the strategies. Measures already authorized by legislation are highly likely to be implemented, while measures requiring new legislation are less likely to go forward. The State is highly likely to incorporate zero net energy buildings in future updates to Title 24 and now requires solar panels in most residential development. A new round of motor vehicle fuel efficiency standards beyond 2025 when LEV III standards are at their maximum reduction level is highly likely. Governor Newsom issued the executive order for zero-emission by 2035 (N-79-20), in January 2021. This executive order requires sales of all new passenger vehicles to be zero-emission by 2035 and additional measures aimed to eliminate emissions from the transportation sector. Changing heavy-duty trucks and off-road equipment to alternative fuels face greater technological hurdles and are less likely to provide dramatic reductions by 2030; however, ARB has approved the Advanced Clean Trucks regulation that requires increasing percentages of zero emission trucks between 2024 and 2035 (ARB 2020a).

The 2030 emission limit is 260 MMTCO₂e. The ARB estimates that the 2030 BAU (reference) Inventory will be 392 MMTCO₂e—a reduction of 132 MMCO₂e, including existing policies and programs but not including known commitments that are already underway. The 2017 Scoping Plan Update includes the estimated GHG emissions by sector compared with 1990 levels that is presented in Table 24. The 2017 Scoping Plan would achieve the bulk of the reductions from electric power, industrial fuel combustion, and transportation. Cap-and-Trade would provide between 10 and 20 percent of the required reductions depending on the amounts achieved by the other reduction measures.

Table 24: 2017 Scoping Plan Update Estimated Change in GHG Emissions by Sector

| Scoping Plan Sector | Emissions (MMTCO ₂ e per year) | | |
|--------------------------------|---|---------------------------|--------------------------|
| | 1990 | 2030 Proposed Plan Ranges | Percent Change form 1990 |
| Agriculture | 26 | 24–25 | -4 to -8 |
| Residential and Commercial | 44 | 38–40 | -9 to -14 |
| Electric Power | 108 | 42–62 | -43 to -61 |
| High GWP | 3 | 8–11 | 167 to 267 |
| Industrial | 98 | 77–87 | -11 to -21 |
| Recycling and Waste | 7 | 8–9 | 14 to 29 |
| Transportation (including TCU) | 152 | 103–111 | -27 to -32 |
| Net Sink | -7 | TBD | TBD |
| Subtotal | 431 | 300–345 | -20 to -30 |
| Cap-and-Trade Program | N/A | 40–85 | N/A |
| Total | 431 | 260 | -40 |

Source: ARB 2017 Scoping Plan Update (ARB 2017b).

Although 2017 Scoping Plan Update focuses on state agency actions necessary to achieve the 2030 GHG limit, the ARB considers local governments essential partners in achieving California's goals to reduce GHG emissions. The 2030 target will require an increase in the rate of emission reductions compared to what was needed to achieve the 2020 limit, and this will require action and collaboration at all levels, including local government action to complement and support State-level actions. For individual projects, the 2017 Scoping Plan Update suggests that all new land use development implement all feasible measures to reduce GHG emissions. The Scoping Plan does not define all feasible measures or attribute an amount of reductions required from new development beyond compliance with regulations. When requiring mitigation of a project's fair share of a cumulative impact, the Lead Agency must show the nexus between the project contribution and its fair share of mitigation to reduce the impact to less than cumulatively considerable. A threshold based on local support and collaboration with State actions as described in the 2017 Scoping Plan Update does not lend itself to a quantitative determination of fair share. Requiring developers and future residents of the development to fully mitigate emissions without accounting for compliance with regulations would result in double mitigation, first by the developer and then by the residents purchasing electricity, fuel, and vehicles compliant with regulations in effect at the time of purchase and beyond that would violate constitutional nexus requirements.

Summary

In conclusion, the project would achieve reductions of 11.0 percent beyond the ARB 2020 21.7 percent target, 3.7 percent beyond the SJVAPCD 29 percent reduction from BAU requirements, and 17.7 percent beyond the 15 percent reduction identified in the City of Visalia CAP from adopted regulations and on-site design features. Furthermore, the project would achieve a 41.8 percent when assessed for the 2030 operational year scenario, which is 11.8 percent over the City's 2030 target of 30 percent. No new threshold has been adopted by the SJVAPCD for the SB 32 2030 target; however, the reductions from BAU by 2030 are 20.1 percent beyond the 21.7 percent required for the 2020 target. Based on this progress and the strong likelihood that the measures included in the 2017 Scoping Plan Update and the 2022 Scoping Plan will be implemented, it is reasonable to conclude that the project is consistent with the 2017 Scoping Plan and will contribute a reasonable fair-share contribution to achieving the 2030 target. The fair share may very well be achieved through compliance with increasingly stringent State regulations that apply to new development, such as Title 24 and CALGreen; regulations on energy production, fuels, and motor vehicles that apply to both new and existing development; and voluntary actions to improve energy efficiency in existing development. In addition, compliance with the VMT targets adopted to comply with SB 375 and implemented through the RTP/SCS may be considered to adequately address GHG emissions from passenger cars and light-duty trucks. The 2022 Scoping Plan heavily emphasizes the need for GHG reductions in the transportation sector and recognizes the need for mixed-use development to meet housing needs as well as environmental-focused goals. As the project would comply with VMT targets adopted to comply with SB 375, would make continued progress towards 2030 GHG reduction goals, and is designed as a mixed-use development, the project would not conflict with the 2022 Scoping Plan goals. As shown in Table 24, the State strategy relies on the Cap-and-Trade Program to make up any shortfalls that may occur from the other regulatory strategies. The costs of Cap-and-Trade emission reductions will ultimately be passed on to the consumers of fuels, electricity, and products produced by regulated industries, which include future residents of

development projects and other purchasers of products and services. Therefore, the impact in terms of Considerations #1 and #2 would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

6.2.2 - Greenhouse Gas Reduction Plans

Impact GHG-2: **The project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases.**

Impact Analysis

The following analysis assesses the project's compliance with Consideration #3 regarding consistency with adopted plans to reduce GHG emissions. The project's consistency with the City of Visalia's 2013 CAP is assessed below. The project is also assessed for its consistency with ARB's adopted Scoping Plans. This would be achieved with an assessment of the project's compliance with Scoping Plan measures contained in the 2008 Scoping Plan and the 2017 Scoping Plan Update.

City of Visalia Climate Action Plan

As detailed above in Impact GHG-1, the project would achieve reductions of 17.7 percent beyond the 15 percent reduction identified in the City of Visalia CAP from adopted regulations and on-site design features. Furthermore, the project would achieve 2.7 percent beyond the City of Visalia's target of 30 percent below 2005 baseline year level by 2030 when assessed at project buildout and would achieve 11.8 over the City's 2030 target when assessed in a 2030 operational year scenario. As such, the project would be consistent with the City of Visalia CAP. The proposed Specific Plan would provide residential uses that will be designed to satisfy existing and future demand for quality housing in the area provide and would provide conveniently located commercial development to serve north Visalia residents and the Carleton Acres development in a growing area of the City of Visalia. The trails, parks, and public spaces would serve to increase walkability. The mix of commercial development and various densities of residential uses would also serve to increase walkability in the area. The project would comply with all applicable rules and regulations, including Building Code standards. The project design would also support goals and policies called out in the CAP and the General Plan to reduce GHG emissions, such as providing a variety of locally serving land uses and providing connectivity and public spaces. Therefore, the project would not conflict with any local plan, policy, or regulation adopted by the City of Visalia to reduce emissions of GHGs.

AB 32 Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, the ARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan calls for an "ambitious but achievable" reduction in California's GHG emissions, cutting approximately 30 percent from BAU emission levels projected for 2020, or about

10 percent from 2008 levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman, and child in California down to about 10 tons per person by 2020. As stated earlier, the State emission inventory was below the target in 2016, 2017, and 2018, and remained below the target in 2020.

Although the Scoping Plan is now fully implemented and has achieved its goal, many of the strategies remain in effect. The Scoping Plan contains a variety of strategies to reduce the State's emissions. As shown in Table 25, the project is consistent with most of the strategies, while others are not applicable to the project. As discussed earlier, the 2017 Scoping Plan Update strategies primarily rely on increasing the stringency of existing regulations with which the project would continue to comply, support through the project's design, and implementation of the General Plan goals and policies.

Table 25: Project Consistency with AB 32 Scoping Plan

| Scoping Plan Sector | Scoping Plan Measure | Implementing Regulations | Project Consistency |
|---------------------|---|--|--|
| Transportation | California Cap-and-Trade Program Linked to Western Climate Initiative | Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800) | Consistent. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. 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. |
| | California Light-Duty Vehicle Greenhouse Gas Standards | Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles 2012 LEV III Amendments to the California Greenhouse Gas and Criteria Pollutant Exhaust and Evaporative Emission Standards | Consistent. This measure applies to all new vehicles starting with model year 2012. The project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the project would be required to comply with the Pavley emissions standards. |
| | Low Carbon Fuel Standard. | 2009 readopted in 2015. Regulations to Achieve Greenhouse Gas Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480 | Consistent. This measure applies to transportation fuels utilized by vehicles in California. The project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the project would utilize low carbon transportation fuels as required under this measure. |

Table 24 (cont.): Project Consistency with AB 32 Scoping Plan

| Scoping Plan Sector | Scoping Plan Measure | Implementing Regulations | Project Consistency |
|--|--|---|--|
| | Regional Transportation-Related Greenhouse Gas Targets. | SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28 | Consistent. The project will provide mixed-use development in the region that is consistent with the increased development densities promoted in the 2018 Regional Transportation Plan/Sustainable Communities Strategy (SCS). |
| | Goods Movement | Goods Movement Action Plan January 2007. | Not applicable. The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation. |
| | Medium/Heavy-Duty Vehicles | 2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas Regulation | Consistent. This measure applies to medium- and heavy-duty vehicles that operate in the State. The project would not conflict with implementation of this measure. Medium- and heavy-duty vehicles associated with construction and operation of the project would be required to comply with the requirements of this regulation. |
| | High Speed Rail | Funded under SB 862 | Not applicable. This is a statewide measure that cannot be implemented by a project applicant or lead agency. |
| Electricity and Natural Gas | Energy Efficiency | Title 20 Appliance Efficiency Regulation | Consistent. The project would not conflict with implementation of this measure. The project will comply with the latest energy efficiency standards and incorporate applicable energy efficiency features designed to reduce project energy consumption. |
| | | Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building | |
| | | Title 24 Part 11 California Green Building Code Standards | |
| | Renewable Portfolio Standard/Renewable Electricity Standard. | 2010 Regulation to Implement the Renewable Electricity Standard (33% 2020) | Consistent. SCE obtained 35 percent of its power supply from renewable sources such as solar and geothermal in 2020, and about 43 percent of the electricity it delivers is carbon-free. The owners of residences within the project would purchase power that consists of a greater percentage of renewable sources and could install renewable solar power systems that will assist the utility in achieving exceeding the renewable mandate. |
| SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030) | | | |

Table 24 (cont.): Project Consistency with AB 32 Scoping Plan

| Scoping Plan Sector | Scoping Plan Measure | Implementing Regulations | Project Consistency |
|--------------------------------|-----------------------------|---|---|
| | Million Solar Roofs Program | Tax incentive program | Consistent. This measure is intended to increase solar throughout California by means of a variety of electricity providers and existing solar programs. Projects within the plan area will be able to take advantage of incentives that are in place at the time of construction. The residential portion of the project includes installation of solar panels. |
| Water | Water | Title 24 Part 11 California Green Building Code Standards | Consistent. The project will comply with the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The project will also comply with the MWELO as required by the City's development code and water ordinance. |
| | | SBX 7-7—The Water Conservation Act of 2009 | |
| | | Model Water Efficient Landscape Ordinance | |
| Green Buildings | Green Building Strategy | Title 24 Part 11 California Green Building Code Standards | Consistent. The State will increase the use of green building practices. The project would implement required green building strategies through existing regulation that requires the project to comply with various CALGreen requirements. The project includes sustainability design features that support the Green Building Strategy. |
| Industry | Industrial Emissions | 2010 ARB Mandatory Reporting Regulation | Not applicable. The project is not an industrial land use. |
| Recycling and Waste Management | Recycling and Waste | Title 24 Part 11 California Green Building Code Standards | Consistent. The project would not conflict with implementation of these measures. The project is required to achieve the recycling mandates via compliance with the CALGreen code. The project would utilize City of Visalia recycling services. |
| | | AB 341 Statewide 75 Percent Diversion Goal | |
| Forests | Sustainable Forests | Cap-and-Trade Offset Projects | Not applicable. The project site is in an area designated for urban uses. No forested lands exist on-site. |

Table 24 (cont.): Project Consistency with AB 32 Scoping Plan

| Scoping Plan Sector | Scoping Plan Measure | Implementing Regulations | Project Consistency |
|-------------------------------|-------------------------------------|--|--|
| High Global Warming Potential | High Global Warming Potential Gases | ARB Refrigerant Management Program CCR 95380 | Consistent. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The project includes development commercial areas, could accommodate multi-family developments, and may include public facilities where large air conditioning systems may be used. These systems will comply with all aspects of applicable guidelines and regulations. |
| Agriculture | Agriculture | Cap-and-Trade Offset Projects for Livestock and Rice Cultivation | Not applicable. The project site is proposed for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the project. |

Source of ARB Scoping Plan Reduction Measures: California Air Resources Board 2008.

In summary, the project incorporates a number of features that would minimize GHG emissions. These features are consistent with project-level strategies identified by the ARB's Scoping Plan and the City of Visalia CAP and City of Visalia General Plan. As demonstrated in the impact analysis above, the project would achieve a 41.8 percent reduction from the BAU inventory under a 2030 operational year scenario; therefore, the project would not significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32 or SB 32 or conflict with implementation of the Scoping Plan. The project promotes the goals of the Scoping Plan through implementation of design measures that reduce energy consumption, water consumption, and reduction in VMT. Therefore, the project does not conflict with any plans to reduce GHG emissions. The impact would be less than significant.

Consistency with California's Post-2020 Targets

The State's executive branch adopted several Executive Orders related to GHG emissions. Executive Orders S-3-05 and B-30-15 are two examples. Executive Order S-3-05 sets goals to reduce emissions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050. The goal of Executive Order S-3-05 to reduce GHG emissions to 1990 levels by 2020 was codified by AB 32. The project, as analyzed above, is consistent with AB 32. Therefore, the project does not conflict with this component of Executive Order S-3-05. Executive Order B-30-15 establishes an interim goal to reduce GHG emissions to 40 percent below 1990 levels by 2030.

The 2030 goal was codified under SB 32 and is now addressed by the 2017 Scoping Plan Update. The new plan provides a strategy that is capable of reaching the SB 32 target if the measures included in the plan are implemented and achieve reductions within the ranges expected. Under the Scoping Plan Update, local government plays a supporting role through its land use authority and control over local transportation infrastructure. The Plan Update includes reductions from implementation of SB 375 that applies to VMT from passenger vehicles. Tulare County targets for SB 375 are a 5 percent reduction by 2020 and a 10 percent reduction by 2035. SB 375 is implemented with the TCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS envisions expanded use of transit and an increase in development density that would encourage fewer and shorter trips and more trips by transit, walking, and bicycling in amounts sufficient to achieve the SB 375 targets.

Since the 2017 Scoping Plan has been adopted, new methodologies and threshold approaches are required to determine the fair-share contributions City development projects would need to make to achieve the 2030 target. In the meantime, however, the discussion under "Consistency with SB 32" below addresses the consistency of the proposed project with SB 32, which provides the statutory underpinning of the 2017 Scoping Plan. The SB 32 target requires GHG emissions to be reduced from 1990 levels. No consensus has been reached around the State on a new quantitative target for new development based on consistency with the SB 32 targets.

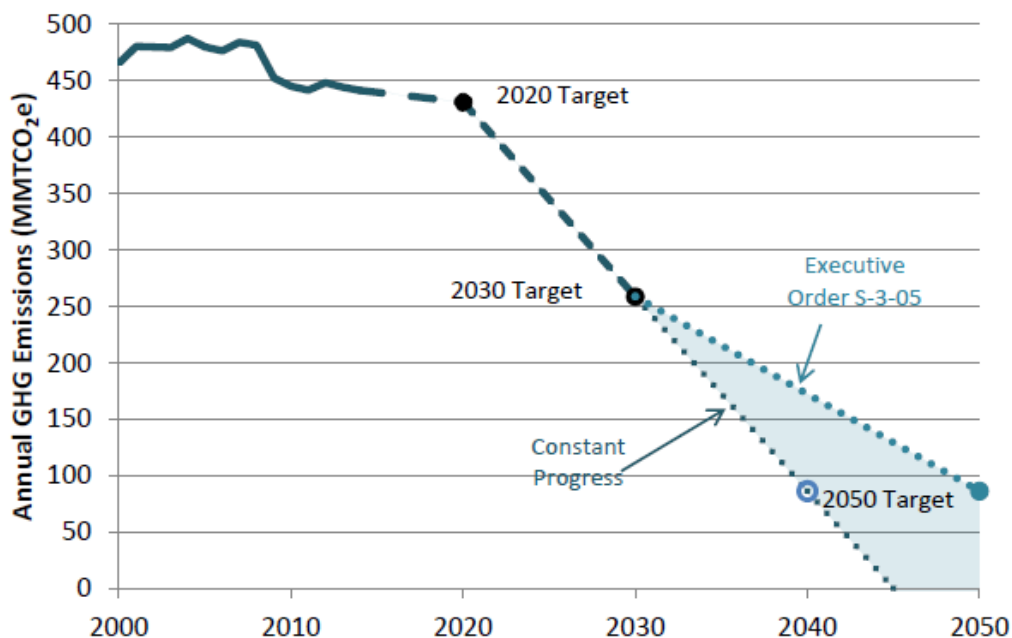
The Executive Order S-3-05 2050 target has not been codified by legislation. Studies have shown that, in order to meet the 2050 target, aggressive pursuit of technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. Because of the technological shifts required and the unknown parameters of the regulatory framework in 2050, quantitatively analyzing the project's impacts further relative to the 2050 goal is speculative for purposes of CEQA (ARB 2014).

The ARB recognized that AB 32 established an emissions reduction trajectory that will allow California to achieve the more stringent 2050 target: “These [greenhouse gas emission reduction] measures also put the State on a path to meet the long-term 2050 goal of reducing California’s GHG emissions to 80 percent below 1990 levels. This trajectory is consistent with the reductions that are needed globally to stabilize the climate.” In addition, ARB’s First Update “lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050,” and many of the emission reduction strategies recommended by ARB would serve to reduce the proposed project’s post-2020 emissions level to the extent applicable by law:

- **Energy Sector:** Continued improvements in California’s appliance and building energy efficiency programs and initiatives, such as the State’s zero net energy building goals, would serve to reduce the proposed project’s emissions level. Additionally, further additions to California’s renewable resource portfolio would favorably influence the project’s emissions level.
- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the project’s emissions level.
- **Water Sector:** The project’s emissions level will be reduced as a result of further desired enhancements to water conservation technologies.
- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the project’s emissions level.

For the reasons described above, the project’s post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets. The trajectory required to achieve the post-2020 targets is shown in Figure 7.

Figure 7: California’s Path to Achieving the 2050 Target



Source: ARB 2017 Scoping Plan Update (ARB 2017b)

In his January 2015 inaugural address, Governor Brown expressed a commitment to achieve “three ambitious goals” that he would like to see accomplished by 2030 to reduce the State’s GHG emissions:

- Increasing the State’s Renewable Portfolio Standard from 33 percent in 2020 to 50 percent in 2030;
- Cutting the petroleum use in cars and trucks in half; and
- Doubling the efficiency of existing buildings and making heating fuels cleaner.

These expressions of executive branch policy may be manifested in adopted legislative or regulatory action through the state agencies and departments responsible for achieving the State’s environmental policy objectives, particularly those relating to global climate change (Brown 2015). 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 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target (Energy and Economics 2015).

Given the proportional contribution of mobile source-related GHG emissions to the State’s inventory, recent studies also show that relatively new trends—such as the increasing importance of web-based shopping, the emergence of different driving patterns by the “millennial” generation, and the increasing effect of web-based applications on transportation choices—are beginning to substantially influence transportation choices and the energy used by transportation modes. These factors have changed the direction of transportation trends in recent years and will require the creation of new models to effectively analyze future transportation patterns and the corresponding effect on GHG emissions. For the reasons described above, the proposed project’s post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets.

Consistency with SB 32

The 2017 Climate Change Scoping Plan Update (2017 Scoping Plan) includes the strategy that the State intends to pursue to achieve the 2030 targets of Executive Order S-3-05 and SB 32. The 2017 Scoping Plan includes the following summary of its overall strategy for reaching the 2030 target:

- SB 350
 - Achieve 50 percent Renewables Portfolio Standard (RPS) by 2030 (The requirement is now 60% per SB 100).
 - Doubling of energy efficiency savings by 2030.
- Low Carbon Fuel Standard (LCFS)
 - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
- Mobile Source Strategy (Cleaner Technology and Fuels Scenario)

- Maintaining existing GHG standards for light- and heavy-duty vehicles.
- Put 4.2 million zero-emission vehicles (ZEVs) on the roads.
- Increase ZEV buses, delivery and other trucks.
- Sustainable Freight Action Plan
 - Improve freight system efficiency.
 - Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
 - Deploy over 100,000 zero-emission trucks and equipment by 2030.
- Short-Lived Climate Pollutant (SLCP) Reduction Strategy
 - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
 - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.
- SB 375 Sustainable Communities Strategies
 - Increased stringency of 2035 targets.
- Post-2020 Cap-and-Trade Program
 - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
 - ARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements. In Fall 2016, ARB staff described potential future amendments including reducing the offset usage limit, redesigning the allocation strategy to reduce free allocation to support increased technology and energy investment at covered entities and reducing allocation if the covered entity increases criteria or toxics emissions over some baseline.
- By 2018, develop Integrated Natural and Working Lands Action Plan to secure California’s land base as a net carbon sink.

Table 26 provides an analysis of the project’s consistency with the 2017 Scoping Plan Update measures.

Table 26: Consistency with SB 32 2017 Scoping Plan Update

| Scoping Plan Measure | Project Consistency |
|---|--|
| SB 350 50% Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33% in 2020 to 50% in 2030. | Consistent: The project will purchase electricity from a utility subject to the SB 350 Renewable Mandate. |
| SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels | Not Applicable. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency until residential housing achieves zero net energy. While there are currently existing structures in the project area, they are not a part of the proposed development. |
| Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030. | Consistent. Vehicles accessing the project site will use fuel containing lower carbon content as the fuel standard is implemented. |

Table 25 (cont.): Consistency with SB 32 2017 Scoping Plan Update

| Scoping Plan Measure | Project Consistency |
|--|---|
| <p>Mobile Source Strategy (Cleaner Technology and Fuels Scenario) Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.</p> | <p>Consistent. Future project occupants and visitors can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. The 2016 CALGreen Code requires electrical service in new single-family housing to be EV charger-ready. Home deliveries will be made by increasing numbers of ZEV delivery trucks.</p> |
| <p>Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.</p> | <p>Not Applicable. The measure applies to owners and operators of trucks and freight operations. However, home deliveries are expected to be made by increasing number of ZEV delivery trucks.</p> |
| <p>Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.</p> | <p>Consistent. The project residences will include only natural gas hearths that produce very little black carbon compared to woodburning fireplaces and heaters. Commercial uses contemplated as part of the proposed Project are not expected to be sources of black carbon.</p> |
| <p>SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.</p> | <p>Consistent. The project will provide mixed-use residential and commercial development in the region that is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (SCS) strategy to increase development densities to reduce VMT. The project includes mixed-use development including schools, residential, and commercial within the same area, which will also contribute to reductions in VMT.</p> |
| <p>Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.</p> | <p>Consistent. The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. 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.</p> |

Table 25 (cont.): Consistency with SB 32 2017 Scoping Plan Update

| Scoping Plan Measure | Project Consistency |
|--|--|
| <p>Natural and Working Lands Action Plan. The ARB is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor’s Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California’s natural and working land.</p> | <p>Not Applicable. The project is residential and commercial development and will not be considered natural or working lands.</p> |
| <p>Source: ARB 2017 Scoping Plan Update.</p> | |

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the project would comply with whatever measures are enacted that state lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, ARB acknowledged that the “measures needed to meet the 2050 are too far in the future to define in detail.” In the First Scoping Plan Update; however, ARB generally described the type of activities required to achieve the 2050 target: “energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately.” The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target. In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045.

Accordingly, taking into account the proposed project’s emissions, project design features, and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the project would be consistent with State GHG Plans and would further the State’s goals of reducing GHG emissions to 1990 levels by 2020, 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

SECTION 7: ENERGY

7.1—CEQA Guidelines

CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy. Appendix F of the CEQA Guidelines applies to the direct and indirect impact analysis, as well as the cumulative impact analysis.

7.2—Impact Analysis

7.2.1 - Energy

Impact ENERGY-1: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Impact Analysis

Threshold of Significance

Appendix F does not prescribe a threshold for the determination of significance. Rather, Appendix F focuses on reducing and minimizing inefficient, wasteful, and unnecessary consumption of energy. Therefore, for the purposes of this analysis, a significant impact to energy would result if the project would:

1. Result in the wasteful and inefficient use of nonrenewable resources during its construction.
2. Result in the wasteful and inefficient use of nonrenewable resources during long-term operation.
3. Be inconsistent with Adopted Plans and Policies.

Construction Energy Consumption

Project construction is assumed to be completed over 15 years. Construction activities would consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. Construction equipment fuel consumption for each of was based on equipment lists generated using CalEEMod default values. Equipment fuel consumption was calculated using Offroad2017 v1.0.1 for Tulare County. Fuel consumption was estimated assuming all equipment would be diesel-powered. and the horsepower, usage hours, and load factors from CalEEMod model runs prepared for the project's air quality analysis.

Based on the anticipated construction schedule and hours of use, off-road construction equipment would result in the consumption of approximately 317,589 gallons of diesel fuel in Phase 1 and 483,671 gallons of diesel fuel for Phase 2, for a total of 801,260 gallons over the entire construction period.

Worker, vendor, and haul trips would result in approximately 53,183,343 VMT over the entire construction period (9,347,418 Construction VMT in Phase 1 and 43,835,925 Construction VMT in Phase 2). Fuel consumption averages were calculated for worker, vendor, and haul trips separately

and per phase based on data from EMFAC 2017 for Tulare County. EMFAC 2017 was used, as this database corresponds with the data used in CalEEMod version 2020.4.0. The calculated averages for fuel economy based on the EMFAC2017 data as it pertains to this project for Phase 1 and Phase 2 are 27.8 miles/gallon (mi/g) and 31.7 mi/g for worker trips, 9.4 mi/g and 9.9 mi/g for vendor trips, and 6.7 mi/g and 7.4 mi/g for haul trips, respectively. The results (included for informational purposes) indicate that construction trips would consume approximately 443,792 gallons of motor fuel for Phase 1 development and 1,868,512 gallons of motor fuel for Phase 2 development for a total of 2,312,304 gallons over the entire 15-year construction period.

Although the proposed project would result in the consumption of an estimated 801,260 gallons of diesel from off-road equipment and 2,312,304 gallons of motor vehicle fuels during construction, the project is expected to use equipment and fuel in a manner that is typical for mixed-use projects in California. Construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency, combined with local, state, and federal regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during project construction. Considering these reductions in transportation fuel use, the proposed project would not result in the wasteful and inefficient use of energy resources during construction, and impacts would be less than significant. Detailed modeling results are provided in Appendix D of this technical report. Construction energy use is summarized in Table 27.

Table 27: Construction Energy Consumption

| Activity | | Energy Consumption Activity | Consumption Amount |
|--|---|-------------------------------------|---|
| Phase 1 | | | |
| Construction Equipment Diesel Fuel Use | Off-road Construction Equipment fuel | 13,588,140 Horsepower Hours (total) | 317,589 gallons (diesel) |
| On-road Construction Vehicle Fuel | Worker | 7,816,457 VMT (miles) | 280,977 gallons (gasoline and diesel combined) |
| | Vendor | 1,525,642 VMT (miles) | 162,021 gallons (gasoline and diesel combined) |
| | Haul | 5,320 VMT (miles) | 793 gallons (diesel) |
| | <i>Phase 1 Construction Vehicle Fuel Subtotal</i> | <i>9,347,418 VMT (miles)</i> | <i>443,792 gallons (gasoline and diesel combined)</i> |
| Phase 2 | | | |
| Construction Equipment Diesel Fuel Use | Off-road Construction equipment fuel | 20,714,975 Horsepower Hours (total) | 483,671 gallons (diesel) |
| On-road Construction Vehicle Fuel | Worker | 36,953,280 VMT (miles) | 1,164,765 gallons (gasoline and diesel combined) |
| | Vendor | 6,877,805 VMT (miles) | 703,096 gallons (gasoline and diesel combined) |
| | Haul | 4,840 VMT (miles) | 651 gallons (diesel) |
| | <i>Phase 2 Construction Vehicle Fuel Subtotal</i> | <i>43,835,925 VMT (miles)</i> | <i>1,868,512 gallons (gasoline and diesel combined)</i> |

Table 26 (cont.): Construction Energy Consumption

| Activity | Energy Consumption Activity | Consumption Amount |
|--|-----------------------------|--------------------|
| <p>Notes: VMT = vehicle miles traveled Source of data for construction and VMT: CalEEMod 2020.4.0 Source of data for consumption rates: EMFAC 2017 (see Appendix D). Energy calculations are provided in Appendix D.</p> | | |

Operation Energy Consumption

Long-term energy consumption associated with the project includes electricity and natural gas consumption by residents and businesses, energy required for water supply, treatment, distribution, and wastewater treatment, and motor vehicle travel.

Electricity and Natural Gas Consumption

During operations, the proposed project would consume natural gas for space heating, water heating, and cooking associated with the land uses on the project site. The natural gas consumption was estimated using the CalEEMod default values and results. The results of the analysis indicate that the Phase 1 development would consume approximately 23,553,340 thousand British thermal units (kBtu) of natural gas per year and Phase 2 development would consume 38,770,625 kBtu of natural gas per year for a total of 62,323,965 kBtu per year during operation.

In addition to the consumption of natural gas, the proposed project would use electricity for lighting, appliances, and other uses associated with the project. Electricity use during operations was estimated using CalEEMod default values. The results of the modeling indicate that Phase 1 development would use approximately 9,025,740 kilowatt-hours (kWh) of electricity per year, Phase 2 development would use 13,587,571 kWh per year, and the total is 22,613,311 kWh per year for phases of the proposed project. Title 24 (2022 standards) requires the installation of solar panels in residential developments, including most newly constructed single-family homes and low-rise multi-family developments. Variations in the amount installed can be due to local conditions and project design. In addition, some projects may use community solar instead of rooftop solar installations. Although the energy estimates show total consumption, most electricity used by the residential portions of the project is expected to be generated by zero emission renewable sources. In addition, commercial projects may install solar panels voluntarily to take advantage of energy cost savings that are increasingly possible as the cost of solar has declined over time.

As described above, the proposed project would result in a long-term increase in demand for electricity from SCE. However, the project would be designed to meet the most recent Title 24 standards. Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the State of California in order to reduce energy demand and consumption. Title 24 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. Therefore, impacts from the wasteful or inefficient use of electricity or natural gas during operation of the project would be less than significant.

Water Treatment, Conveyance, and Distribution

Water used for indoor and outdoor purposes requires electricity for water treatment, conveyance, and distribution. The project's water demand was calculated from default values for the residential and commercial development using CalEEMod. Based on this methodology, the proposed project is estimated to use approximately 227 million gallons of indoor water per year as well as 164 million gallons of outdoor water per year. This would result in the use of approximately 1,825,514 kWh of electricity per year.

Although the proposed project would result in electricity use from the treatment, conveyance, and distribution of water to the project site, the project would also require all water fixtures to be compliant with the current version of the California Green Building Standards Code and the MWEL0, which would reduce the amount of water used by the project and require compliance with regulations relating to drought conditions. Therefore, the project would not result in the wasteful or inefficient use of electricity for water treatment, conveyance, and distribution, and impacts would be less than significant.

Wastewater Service

The project would be served by the City of Visalia Wastewater Treatment Plant. Project wastewater generation was estimated using CalEEMod default assumptions for indoor water use required by the project land uses. Compliance with the California Green Building Standards Code would reduce the amount of wastewater generated by the project. Energy used for treating project wastewater will increasingly be generated by renewable energy sources to comply with RPS standards that apply to the energy utility serving the project area.

Wastewater service would require an extension of sewer lines to the treatment plant. The energy added for the extension and use of these facilities combined with the project's estimated electricity and natural gas consumption would not result in substantial new energy generation or transmission infrastructure, due to the location and capacity of existing energy infrastructure near the project site. Additionally, the project would be constructed over approximately 15 years, allowing for gradual expansion of facilities. Therefore, the project would not result in the wasteful or inefficient use of electricity for wastewater treatment, and impacts would be less than significant.

Fuel Consumption

During operation of the proposed project, vehicle trips would be generated by the project. The project was modeled with CalEEMod using project-specific trip generation rates and default trip lengths. The results show that the vehicle trips generated would result in approximately 62,519,489 VMT per year from Phase 1 development and 43,217,718 VMT from Phase 2 development for a total of 105,737,207 VMT from the project. As shown in Table 28, the proposed project would result in the consumption of an estimated 2,175,089 gallons per year of transportation fuel for Phase 1 and 1,270,556 gallons per year of transportation fuel for Phase 2.

Table 28: Long-term Operational Vehicle Fuel Consumption

| Vehicle Type | Percent of Vehicle Trips | Annual VMT | Average Fuel Economy (miles/gallon) | Total Annual Fuel Consumption (gallons) |
|---|--------------------------|-------------------|-------------------------------------|---|
| Phase 1 | | | | |
| Passenger Cars (LDA) | 53.0 | 33,145,359 | 37.19 | 891,279 |
| Light Trucks and Medium Duty Vehicles (LDT1, LDT2, MDV) | 39.9 | 24,952,085 | 27.76 | 898,915 |
| Light-Heavy to Heavy-Heavy Diesel Trucks (LHD1, LHD2, MHDT, HHDT) | 4.9 | 3,087,803 | 10.02 | 308,155 |
| Motorcycles (MCY) | 1.5 | 941,746 | 38.01 | 24,776 |
| Other (OBUS, UBUS, SBUS, MH) | 0.6 | 392,496 | 7.55 | 51,965 |
| Phase 1 Total | 100% | 62,519,489 | — | 2,175,089 |
| Phase 2 | | | | |
| Passenger Cars (LDA) | 49.4 | 21,358,912 | 42.44 | 503,327 |
| Light Trucks and Medium Duty Vehicles (LDT1, LDT2, MDV) | 46.2 | 19,951,790 | 33.64 | 593,118 |
| Light-Heavy to Heavy-Heavy Diesel Trucks (LHD1, LHD2, MHDT, HHDT) | 3.1 | 1,340,730 | 11.01 | 121,739 |
| Motorcycles (MCY) | 0.4 | 165,515 | 38.07 | 4,347 |
| Other (OBUS, UBUS, SBUS, MH) | 0.9 | 400,770 | 8.35 | 48,025 |
| Phase 2 Total | 100% | 43,217,718 | — | 1,270,556 |
| Phases 1 and 2 Combined | | | | |
| Phase 1 and Phase 2 Total Annual Fuel Consumption (gallons of gasoline and diesel combined) | | | | 3,445,645 |
| Notes: VMT = vehicle miles traveled "Other" consists of buses and motor homes. Source of data for vehicle trips and VMT: CalEEMod 2020.4.0 Source of Tulare County miles/gallon for years modeled (2028 for Phase 1 and 2037 for Phase 2): EMFAC 2017. Energy calculations are provided in Appendix D. | | | | |

Various federal and state regulations including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program would serve to reduce the project's transportation fuel consumption progressively into the future. In addition, the project will include bike lanes and trails that will increase trips by walking and bicycling. Therefore, the project would be designed to avoid the wasteful and inefficient use of transportation fuel during operations, and impacts would be less than significant.

State and federal regulatory requirements addressing fuel efficiency are expected to increase fuel efficiency over time as older, less fuel-efficient vehicles are retired. The efficiency standards and light/heavy vehicle efficiency/hybridization programs contribute to increased fuel efficiency and therefore would reduce vehicle fuel energy consumption rates over time. While the project would increase the consumption of gasoline and diesel proportionately with projected population growth, the increase would be accommodated within the projected growth as part of the energy projections for the State and the region and would not require the construction of new regional energy production facilities. Therefore, energy impacts related to fuel consumption/efficiency during project operations would be less than significant.

Impact Summary

As described above, the project would result in less than significant impacts on the wasteful, inefficient, or unnecessary use of energy due to project design features that will comply with the City’s design guidelines and regulations that apply to the project such as Title 24 Building Energy Efficiency Standards and the California Green Building Standards Code that apply to commercial and residential buildings. The installation of solar panels required by 2022 Title 24 standards (which will continue to be required) is expected to offset most electricity used by project residences. Furthermore, various federal and state regulations including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program would serve to reduce the transportation fuel demand by the project.

With the adherence to the increasingly stringent building and vehicle efficiency standards as well as implementation of the project’s design features that would reduce energy consumption, the proposed project would not contribute to a cumulative impact to the wasteful or inefficient use of energy. As such, the project would not result in a significant environmental impact, due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. A summary of the project’s estimated operational energy consumption is provided in Table 29.

Table 29: Summary of Estimated Operational Annual Energy Consumption

| Energy Consumption Activity | Annual Consumption |
|--|---|
| Phase 1 | |
| Electricity Consumption | 9,025,740 kWh/year |
| Natural Gas Consumption | 23,553,340 kBTU/year |
| Total Vehicle Fuel Consumption | 2,175,089 gallons/year (gallons of gasoline and diesel) |
| Phase 2 | |
| Electricity Consumption | 13,587,571 kWh/year |
| Natural Gas Consumption | 38,770,625 kBTU/year |
| Total Vehicle Fuel Consumption | 1,270,555 gallons/year (gallons of gasoline and diesel) |
| Notes: kWh = kilowatt-hour kBTU = kilo-British Thermal Unit VMT = vehicle miles traveled Source: Appendix D. | |

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

7.2.2 - Renewable Energy or Energy Efficiency Plans

Impact ENERGY-2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Impact Analysis

The City of Visalia has adopted local plans that promote renewable energy and energy efficiency, many of which are summarized in the City of Visalia CAP. Actions that the City took to increase energy efficiency taken prior to adoption of the Climate Action Plan are summarized below.

- In January 2007, the Visalia City Council authorized the Mayor to sign the U.S. Mayors “Cool Cities” Climate Protection Agreement, which sets the goal of reducing City-wide CO₂ emissions (Visalia 2013).
- The City participated in an initiative called the Southwest Solar Transformation Initiative, a regional team of public and private entities committed to advancing solar power adoption across the partner municipalities in the Southwest United States. This facilitated an increase in solar photovoltaic (PV) installations in Visalia’s community.
- The City of Visalia promoted and raised community awareness of the Energy Upgrade California program.
- The City of Visalia coordinated and Direct Install opportunities for businesses in Visalia through the Southern California Edison Small Business Direct Install Program. As part of this program, SCE contracts with energy efficiency experts to provide free services to SCE business customers to increase energy efficiency.
- Facilitated and promoted the Southern California Gas Weatherization Program, which provided Energy Savings Assistance Programs to residential SoCalGas customers.
- Community Service Employment Training (CSET), a private nonprofit corporation that serves as the community action agency for Tulare County, has been working closely with Visalia’s low-income residents for a number of years to weatherize their homes.
- In 2000, the City established a partnership with the Urban Tree Foundation to plant over 3,000 trees in the Downtown and along streets and medians. In 2004, the City Council adopted the Street Tree Ordinance, which requires all new commercial and residential development to plant street trees. Additionally, landscape standards require shade over at least 25 percent of area in city pocket parks.
- The City encouraged the use of Compact Fluorescent Lights throughout the community.

The most recent City of Visalia General Plan and CAP build on the efforts that were in place at the time the 2013 CAP was being developed.

The City of Visalia General Plan includes goals and strategies related to energy efficiency. The following policies are applicable to the project:

- **A-P-16.** Support State efforts to reduce greenhouse gases and emissions through local action that will reduce motor vehicle use, support alternative forms of transportation, require energy conservation in new construction, and energy management in public buildings, in compliance with AB 32.

By proposing compact development, mixed-use centers, walkable neighborhoods, green building technology, and jobs-housing balance, the City will be helping to implement many of the strategies and programs in the San Joaquin Valley 2007 Ozone Plan.

- **LU-P-39.** Improve tree planting, landscaping and site design standards to minimize the visual impact of large parking lots and buildings, to enhance and promote natural characteristics compatible with urban form, to minimize heat gain and promote energy conservation, and to improve stormwater infiltration.
- **LU-P-63.** In higher-intensity and mixed-use areas, require pedestrian-oriented amenities such as small plazas, outdoor seating, public art, and active street frontages, with ground floor retail, where appropriate and justified.

New development can help create pedestrian environments with buildings oriented to the street, continuous walkways and sidewalks, limited blank walls, pedestrian-scaled buildings and signage, parking screened from street view, landscaping and shading, and places for people to rest and meet.

Construction

As discussed under Impact ENERGY-1, the proposed Specific Plan would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed Specific Plan would comply with these regulations. Consistent with A-P-16, LU-P-39, and LU-P-63, implementation of the proposed Specific Plan would increase the use of energy conservation features and renewable sources of energy within the City, due to the mixed-use nature of the proposed Specific Plan. The proposed Specific Plan includes residences, commercial development, and public use development (schools). The proposed Specific Plan is specifically designed for ease of travel using alternative transportation methods such as biking or walking, facilitated by the presence of bike lanes and trails throughout the project area. Thus, it is anticipated that adoption of and buildout of the proposed Specific Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation

The proposed Specific Plan would be served with electricity provided by SCE. SCE's 2019 Green Rate 50 percent option includes 67.5 percent eligible renewable resources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste; 4 percent large hydroelectric; 8.1 percent

natural gas; 4.1 percent nuclear; 0.1 percent other; and 16.3 percent unspecified sources of power² SCE's 2019 Green Rate 100 percent option includes 100 percent eligible renewable resources, composed entirely of solar. Approximately 43 percent of the electricity that SCE delivered in 2020 was a combination of renewable and GHG-emissions-free resources (Edison International 2021).³ SCE is ahead of schedule in meeting the California's RPS 2020 mandate of serving their load with at least 33 percent RPS-eligible resources. SCE would be required to meet California's RPS standards of 60 percent by 2030 and carbon-free sourced-electricity by 2045.

Part 11, Chapter 4 and 5, of the State's Title 24 energy efficiency standards establishes mandatory measures for residential and nonresidential buildings, including solar, electric vehicle (EV) charging equipment, bicycle parking, energy efficiency, water efficiency and conservation, and material conservation and resource efficiency. The proposed Specific Plan would be required to comply with these mandatory measures. The proposed Specific Plan would locate housing next to jobs in order to reduce or eliminate motor vehicle travel for home-to-work trips and provide connectivity through pedestrian and bicycle connections. Compliance with these mandatory measures would ensure that the proposed Specific Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

The project was reviewed for consistency with local and State of California plans that aimed to reduce GHG emissions in Section 3.3.5. These plans also serve as the applicable energy plans. The ARB 2008 Scoping Plan required by AB 32 and the ARB 2017 Scoping Plan provide the State's strategy for achieving legislated GHG reduction targets. Although the primary purpose of the Scoping Plans is to reduce GHG emissions, the strategies to achieve the GHG reduction targets rely on the use of increasing amounts of renewable fuels under the LCFS and RPS, and energy efficiency with updates to Title 24 and the CalGreen Code. The 2019 California Energy Efficiency Action Plan addresses issues pertaining to energy efficiency in California's buildings, industrial, and agricultural sectors. Buildings constructed to implement the project will meet the latest efficiency standards. Vehicles and equipment will meet the latest fuel efficiency standards and use fuels subject to the LCFS (CEC 2019).

The project is consistent with applicable plans and policies and would not result in wasteful or inefficient use of nonrenewable energy sources; therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

² "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

³ Renewable sources included solar, wind, geothermal, biomass, and small hydroelectric sources. GHG-emissions-free sources of energy included nuclear and large hydroelectric. "GHG-emissions-free resources" refers to energy sources other than renewable energy resources that also do not result in GHG emissions, such as non-emitting nuclear and hydroelectric.

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Appendix A: CalEEMod Modeling Assumptions and Results

CalEEMod Modeling Assumptions and Results

Table of Contents

Modeling Assumptions—Parameters and Supporting Information

CalEEMod Results Summary—Proposed Specific Plan Emission Summary

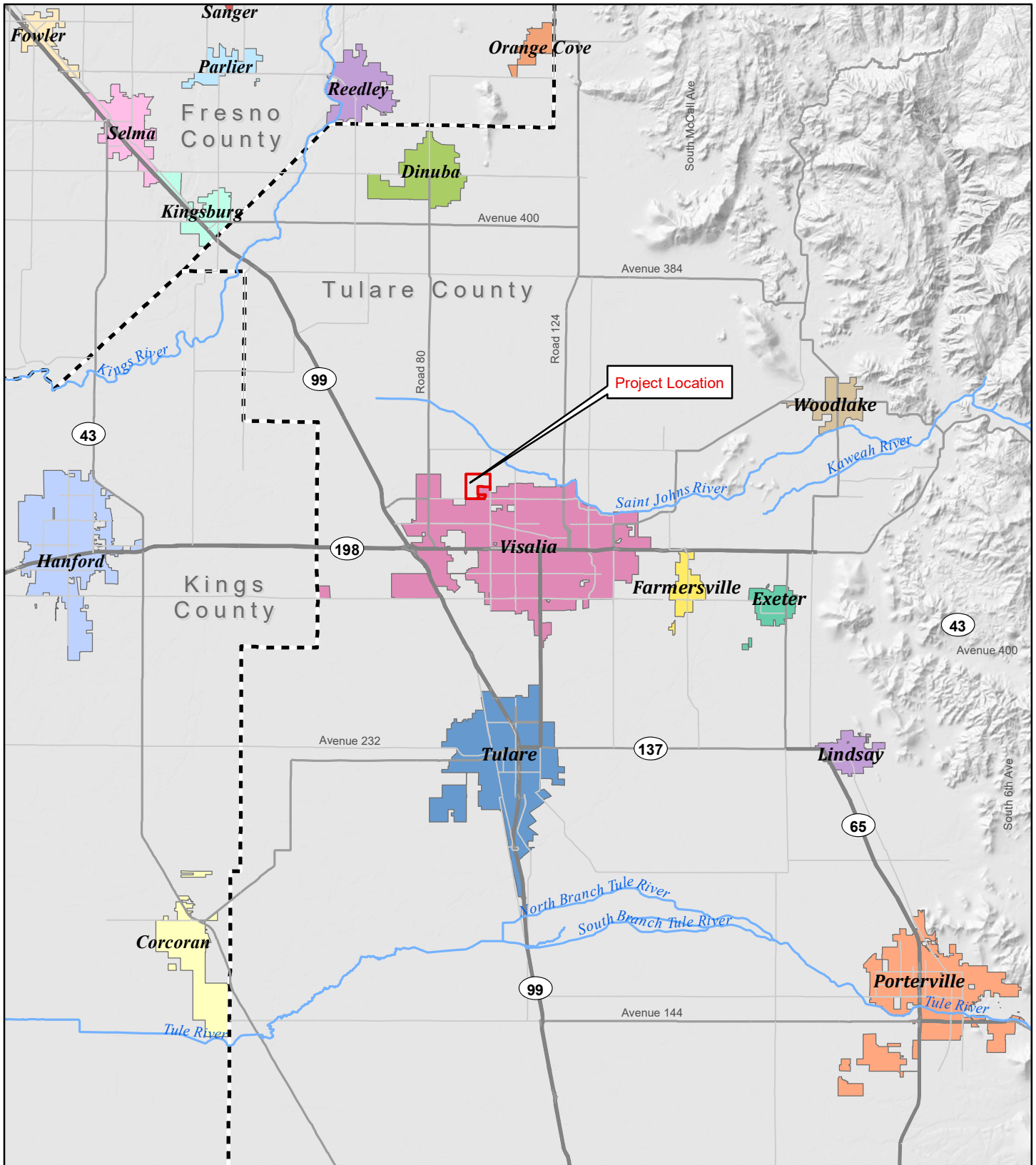
CalEEMod Output

- **Unmitigated Construction and Development Phase Buildout—Annual**
 - **Phase 1 Tier 1 Multifamily Residential**
 - **Phase 1 Tier 2 Multifamily Residential**
 - **Phase 1 Single-family Residential**
 - **Phase 1 Commercial**
 - **Phase 2 Multifamily Residential**
 - **Phase 2 Single-family Residential**
 - **Phase 2 Commercial**
 - **Phase 2 Basin**
- **Tier 4 Mitigated Construction—Annual**
 - **Phase 1 Tier 1 Multifamily Residential**
 - **Phase 1 Tier 2 Multifamily Residential**
 - **Phase 1 Single-family Residential**
 - **Phase 1 Commercial**
 - **Phase 2 Multifamily Residential**
 - **Phase 2 Single-family Residential**
 - **Phase 2 Commercial**
 - **Phase 2 Basin**
- **Unmitigated On-site Construction and Operations—Daily (Summer and Winter)**
 - **Phase 1 Tier 1 Multifamily Residential**
 - **Phase 1 Tier 2 Multifamily Residential**
 - **Phase 1 Single-family Residential**
 - **Phase 1 Commercial**
 - **Phase 2 Multifamily Residential**
 - **Phase 2 Single-family Residential**
 - **Phase 2 Commercial**
 - **Phase 2 Basin**

- **Phase 1 Buildout Operations (2028)—Annual**
- **Phase 2 Buildout Operations (2037)—Annual**
- **Business as Usual Scenarios—Annual**
 - **Phase 1 – Buildout Year (2028) BAU Scenario**
 - **Phase 1 – 2030 Operational Year BAU Scenario**
 - **Phase 2 – Buildout Year (2037) BAU Scenario**
 - **Phase 2 – 2030 Operational Year BAU Scenario**
- **2030 Operational Year Scenario—Annual**
 - **Phase 1**
 - **Phase 2**

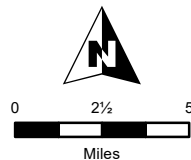
Modeling Assumptions and Results

**Modeling Assumptions
Parameters and Supporting Information**



LEGEND

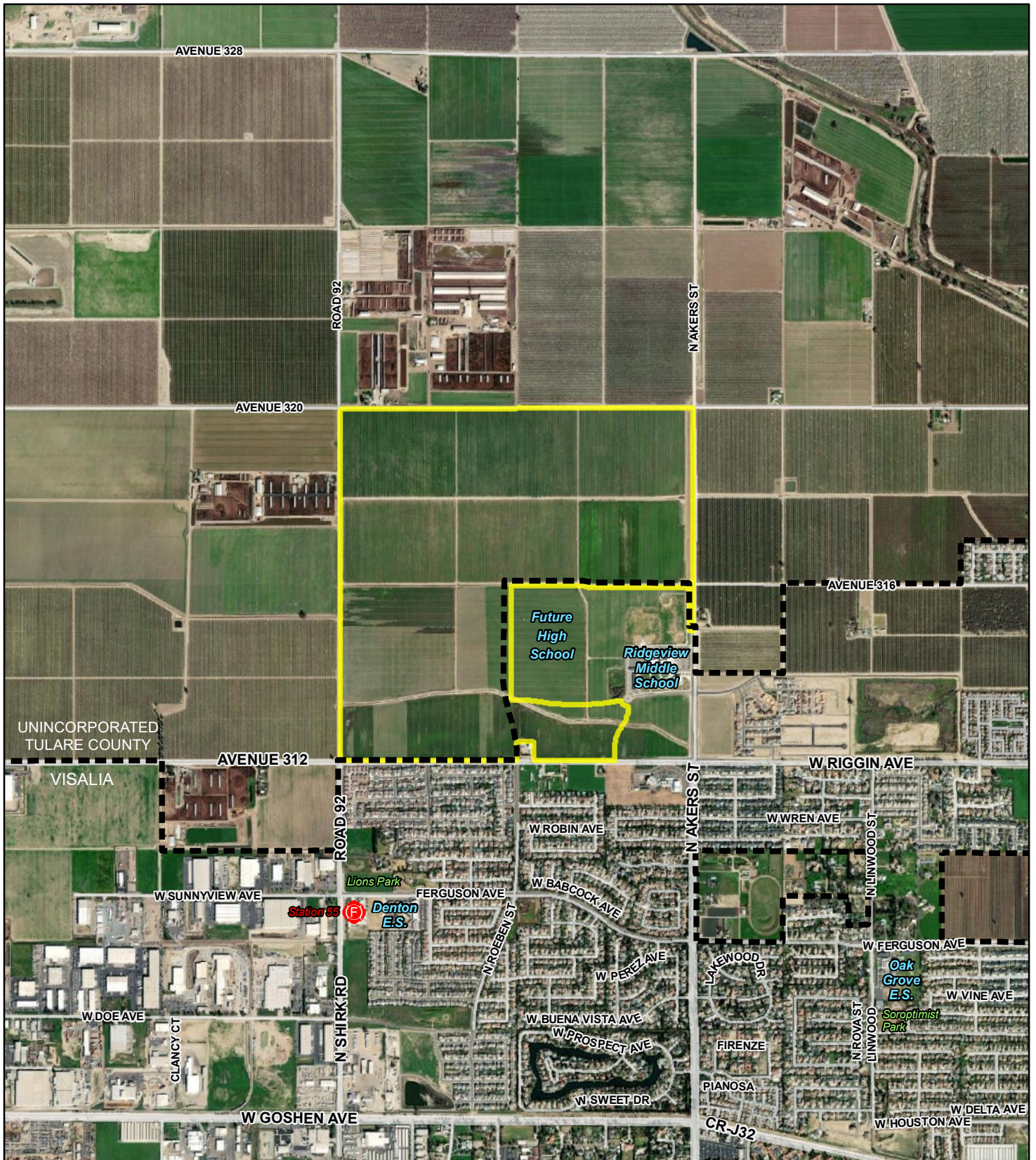
- Project Boundary
- County Boundary





CRAWFORD & BOWEN PLANNING INC.
AIR QUALITY & GREENHOUSE GAS/ENERGY ANALYSIS REPORT
CARLETON ACRES SPECIFIC PLAN

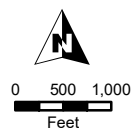
Figure 1. Regional Location Map

Sources: Tulare County GIS; Open StreetMap. Map date: August 20, 2021.



LEGEND

-  Project Boundary
-  Visalia City Boundary

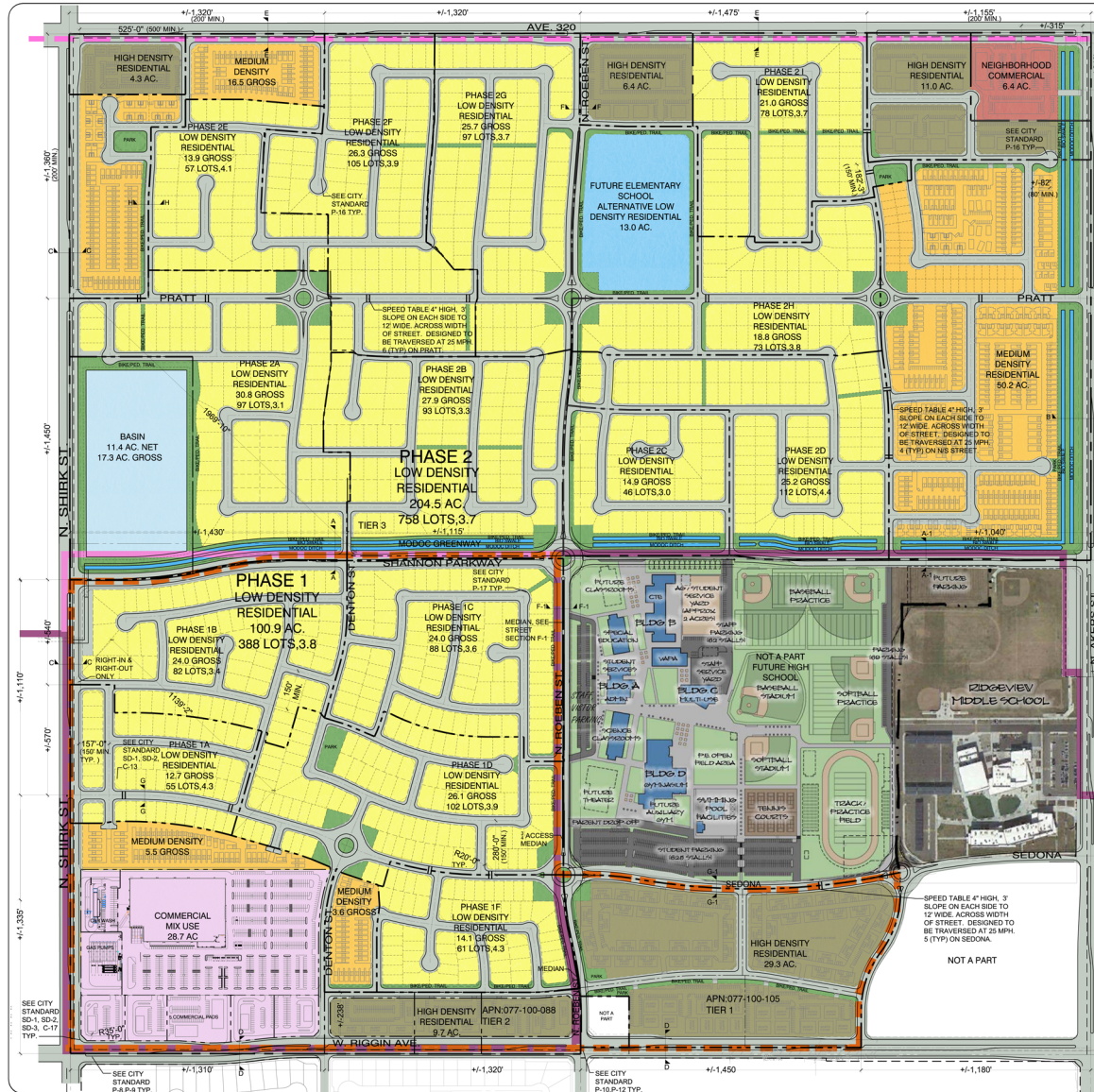


CRAWFORD & BOWEN PLANNING, INC
 AIR QUALITY AND GREENHOUSE GAS/ENERGY ANALYSIS REPORT
 CARLETON ACRES SPECIFIC PLAN

Figure 2. Vicinity Map

Source: City of Visalia GIS; Tulare County GIS. Map date: August 20, 2021.

Figure 2-5
Site Layout Plan



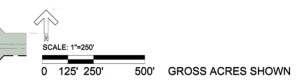
TENTATIVE MAPS TO BE SUBMITTED SEPARATELY FOR SITE PLAN REVIEW.

LEGEND

- Low Density Residential (2-10 hu/ac)
- Medium Density Residential (10-15 hu/ac)
- High Density Residential (15-35 hu/ac)
- Commercial Mix Use
- Commercial Neighborhood
- Modoc Greenway Park/ Park/ Bike/Ped. Trail
- School Site
- Tier 1
- Tier 2
- Tier 3
- Phase 1

| City's Land Use Designations 478-Acre Site APN: 077-100-088 | | | Proposed Land Use Designations 478-Acre Site APN: 077-100-088 | | | |
|---|------------|-----------|---|--------------|--------------|---------------------|
| | Acres | Units | | Acres | Units | Park ac |
| Tier II Commercial Neighborhood | 11.4 | | Tier II Commercial Mix Use | 28.7 | | |
| Residential Low Density | 59.2 | 118-592 | Residential Low Density | 100.9 | 388 | (2.6) |
| Residential Medium Density | 47 | 470-705 | Residential Medium Density | 9.1 | 91 | (0.1) |
| Residential High Density | 31.4 | 471-1,098 | Residential High Density | 9.7 | 146 | |
| Tier II Total | 149 | | Tier II Total | 148.4 | 625 | (2.7) |
| Tier III Public/Institutional | 9.9 | | Tier III Public/Institutional | 13.0 | | (0.9) |
| Residential Low Density | 290.3 | 580-2,903 | Residential Low Density | 204.5 | 758 | (9.0) |
| Residential Medium Density | 28.8 | 288-432 | Residential Medium Density | 66.7 | 667 | (3.4) |
| Tier III Total | 329 | | Tier III Total | 217.3 | 326 | (0.2) |
| | | | Commercial Neighborhood | 6.4 | | (0.3) |
| | | | Basin | 17.3 | | |
| Total Acres | 478 | | Tier III Total | 329.6 | 1,751 | (13.9) |
| | | | Total Acres | 478 | | |
| Land Use Total: | | | Land Use Total: | | | |
| Commercial Neighborhood | 11.4 | | Commercial Mix Use | 28.7 | | 1,146(11.6) |
| Residential Low Density | 349.5 | 699-3,495 | Residential Low Density | 305.4 | | 75.8 (3.5) |
| Residential Medium Density | 75.9 | 759-1,131 | Residential Medium Density | 75.8 | | 31.4 (0.2) |
| Residential High Density | 31.4 | 471-1,098 | Residential High Density | 31.4 | | 13.0 (0.9) |
| Public/Institutional | 9.9 | | Public/Institutional | 13.0 | | 6.4 (0.3) |
| Total Acres | 478 | | Commercial Neighborhood | 6.4 | | 17.3 |
| | | | Basin | 17.3 | | 2,376 (16.5) |
| | | | Total Acres | 478 | | |

| City's Land Use Designations 29.3-Acre Site APN: 077-100-105 | | | Proposed Land Use Designations 29.3-Acre Site APN: 077-100-105 | | | |
|--|-------|-----------|--|-------|-------|---------|
| | Acres | hu/ac | | Acres | hu/ac | Park ac |
| Residential High Density | 29.3 | 440-1,025 | Residential High Density | 29.3 | 440 | (0.9) |



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Project: SITE PLAN REVIEW
CARLETON ACRES
Location: RIGGIAN BETWEEN SHIRK AND AKERS
VISALIA, CA



REVISIONS

- 05-26-21 Site Plan Approved
- 04-28-22 Site Plan Submittal

A1.2

CONCEPTUAL USE PLAN

Carleton Acres Specific Plan Modeling Assumptions

Land Use Representation in CalEEMod

01 - Phase 1 Tier 1 Multifamily Residential

CalEEMod Run: 01

Construction Years: 2022-2024

CalEEMod Land Uses

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|---------------------|------|---------------|-------------|--------------------|
| City Park | 0.80 | Acre | 0.80 | 34,848 |
| Apartments Low Rise | 440 | Dwelling Unit | 28.5 | 440,000 |

02 - Phase 1 Tier 2 Multifamily Residential

CalEEMod Run: 02

Construction Years: 2024-2026

CalEEMod Land Uses

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|---------------------|------|---------------|-------------|--------------------|
| City Park | 0.1 | Acre | 0.1 | 21,780 |
| Apartments Low Rise | 146 | Dwelling Unit | 9.7 | 146,000 |
| Condo/Townhouse | 91 | Dwelling Unit | 9.0 | 91,000 |

03 - Phase 1 Single-family Residential

CalEEMod Run: 03

Construction Years: 2022-2028

CalEEMod Land Uses

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|-----------------------|------|---------------|-------------|--------------------|
| City Park | 2.6 | Acre | 2.6 | 113,256 |
| Single Family Housing | 505 | Dwelling Unit | 98.3 | 909,000 |

04 - Phase 1 Commercial/Mixed Use

CalEEMod Run: 04

Construction Years: 2024-2025

CalEEMod Land Uses

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|---------------------------|--------|----------|-------------|--------------------|
| Other Asphalt Surfaces | 4.8 | Acre | 4.8 | 209,088 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469 |
| Shopping Center/Mixed Use | 27.9 | 1000sqft | 0.64 | 27,900 |
| Costco/Discount Club | 160.52 | 1000sqft | 3.69 | 160,523 |

05 - Phase 2 Multifamily Residential

CalEEMod Run: 05

Construction Years: 2026-2034

CalEEMod Land Uses

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|------------------------|-------|--------|-------------|--------------------|
| Other Asphalt Surfaces | 11.21 | Acre | 11.21 | 488,307.6 |
| Parking Lot | 11.22 | Acre | 11.22 | 488,743.2 |
| City Park | 3.9 | Acre | 3.9 | 169,884 |

| | | | | |
|---------------------|-----|---------------|-------|---------|
| Apartments Low Rise | 326 | Dwelling Unit | 20.38 | 326,000 |
| Condo/Townhouse | 667 | Dwelling Unit | 41.69 | 667,000 |

06 - Phase 2 Single-family Residential

CalEEMod Run: 06

Construction Years: 2026-2037

CalEEMod Land Uses

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|-----------------------|------|---------------|-------------|--------------------|
| City Park | 9.9 | Acre | 9.9 | 431,244 |
| Single Family Housing | 1087 | Dwelling Unit | 207.6 | 1,956,600 |

*** Includes 65 units of low density residential in place of the 13.0 acre elementary school.

07 - Phase 2 Commercial

CalEEMod Run: 07

Construction Years: 2026-2027

CalEEMod Land Uses

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|--------------------------|------|----------|-------------|--------------------|
| Other Asphalt Surfaces | 1.18 | Acre | 1.18 | 51,401 |
| Parking Lot | 4.72 | Acre | 4.72 | 205,603 |
| City Park | 0.3 | Acre | 0.3 | 13,068 |
| Regional Shopping Center | 8.5 | 1000sqft | 0.2 | 8,500 |

08 - Phase 2 Basin

CalEEMod Run: 08

Construction Years: 2026

CalEEMod Land Uses

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|----------------------------|------|--------|-------------|--------------------|
| Other Asphalt Surfaces | 5.9 | Acre | 5.9 | 257,004 |
| Other Non-Asphalt Surfaces | 11.4 | Acre | 11.4 | 0 |

Phase 1 Combined**Phase 1 Buildout Year: 2028**

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|---------------------------|--------|---------------|--------------|--------------------|
| City Park | 3.50 | Acre | 3.50 | 152,460 |
| Apartments Low Rise | 586 | Dwelling Unit | 38.20 | 586,000 |
| Condo/Townhouse | 91 | Dwelling Unit | 9.00 | 91,000 |
| Single Family Housing | 505 | Dwelling Unit | 98.30 | 909,000 |
| Other Asphalt Surfaces | 4.8 | Acre | 4.80 | 209,088 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469 |
| Shopping Center/Mixed Use | 27.9 | 1000sqft | 0.64 | 27,900 |
| Costco/Discount Club | 160.52 | 1000sqft | 3.69 | 160,523 |
| | | Total | 177.7 | |

Phase 2 Combined**Phase 2 Buildout Year: 2037**

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area |
|----------------------------|-------|---------------|--------------|--------------------|
| Other Asphalt Surfaces | 18.29 | Acre | 18.29 | 796,712.4 |
| Parking Lot | 15.94 | Acre | 15.94 | 694346.4 |
| City Park | 14.1 | Acre | 14.10 | 614196 |
| Apartments Low Rise | 326 | Dwelling Unit | 20.38 | 326000 |
| Condo/Townhouse | 667 | Dwelling Unit | 41.69 | 667000 |
| Single Family Housing | 1087 | Dwelling Unit | 207.60 | 1956600 |
| Regional Shopping Center | 8.5 | 1000sqft | 0.20 | 8500 |
| Other Non-Asphalt Surfaces | 11.4 | Acre | 11.40 | 0 |
| | | Total | 329.6 | |

Other Information

| | | |
|--|------|--|
| Distance to Downtown Visalia | 5 | miles for the entire project site (based on average driving distance) |
| Closest measured distance to Downtown Visalia from Phase 1 | 3.68 | miles |
| Closest measured distance to Downtown Visalia from Phase 2 | 3.78 | miles |

Carleton Acres Construction Assumptions

Construction Schedule

01 - Phase 1 Tier 1 Multifamily Residential

| Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days |
|-----------------------|-----------------------|------------|------------|---------------|----------|
| Site Preparation | Site Preparation | 10/1/2022 | 10/28/2022 | 5 | 20 |
| Grading | Grading | 10/29/2022 | 12/30/2022 | 5 | 45 |
| Building Construction | Building Construction | 12/31/2022 | 9/6/2024 | 5 | 440 |
| Paving | Paving | 9/7/2024 | 10/25/2024 | 5 | 35 |
| Architectural Coating | Architectural Coating | 10/26/2024 | 12/13/2024 | 5 | 35 |

02 - Phase 1 Tier 2 Multifamily Residential

| Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days |
|-----------------------|-----------------------|------------|------------|---------------|----------|
| Site Preparation | Site Preparation | 12/14/2024 | 12/27/2024 | 5 | 10 |
| Grading | Grading | 12/28/2024 | 2/7/2025 | 5 | 30 |
| Building Construction | Building Construction | 2/8/2025 | 4/3/2026 | 5 | 300 |
| Paving | Paving | 4/4/2026 | 5/1/2026 | 5 | 20 |
| Architectural Coating | Architectural Coating | 5/2/2026 | 5/29/2026 | 5 | 20 |

03 - Phase 1 Single-family Residential

| Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days |
|-----------------------|-----------------------|------------|-----------|---------------|----------|
| Site Preparation | Site Preparation | 10/1/2022 | 3/17/2023 | 5 | 120 |
| Grading | Grading | 3/18/2023 | 5/24/2024 | 5 | 310 |
| Building Construction | Building Construction | 1/1/2023 | 7/15/2027 | 5 | 1184 |
| Paving | Paving | 1/1/2023 | 11/3/2023 | 5 | 220 |
| Architectural Coating | Architectural Coating | 4/15/2027 | 2/16/2028 | 5 | 220 |

04 - Phase 1 Commercial/Mixed Use

| Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days |
|-----------------------|-----------------------|------------|------------|---------------|----------|
| Site Preparation | Site Preparation | 12/14/2024 | 1/10/2025 | 5 | 20 |
| Grading | Grading | 1/11/2025 | 3/14/2025 | 5 | 45 |
| Building Construction | Building Construction | 3/15/2025 | 11/20/2026 | 5 | 440 |
| Paving | Paving | 11/21/2026 | 1/8/2027 | 5 | 35 |
| Architectural Coating | Architectural Coating | 1/9/2027 | 2/26/2027 | 5 | 35 |

05 - Phase 2 Multifamily Residential

| Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days |
|-----------------------|-----------------------|------------|-----------|---------------|----------|
| Site Preparation | Site Preparation | 5/30/2026 | 8/21/2026 | 5 | 60 |
| Grading | Grading | 8/22/2026 | 3/26/2027 | 5 | 155 |
| Building Construction | Building Construction | 3/27/2027 | 3/4/2033 | 5 | 1550 |
| Paving | Paving | 3/5/2033 | 8/5/2033 | 5 | 110 |
| Architectural Coating | Architectural Coating | 8/6/2033 | 1/6/2034 | 5 | 110 |

06 - Phase 2 Single-family Residential

| Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days |
|-----------------------|-----------------------|------------|-----------|---------------|----------|
| Site Preparation | Site Preparation | 10/1/2026 | 6/9/2027 | 5 | 180 |
| Grading | Grading | 6/10/2027 | 3/21/2029 | 5 | 465 |
| Building Construction | Building Construction | 1/1/2027 | 9/18/2036 | 5 | 2535 |
| Paving | Paving | 1/1/2027 | 4/6/2028 | 5 | 330 |
| Architectural Coating | Architectural Coating | 11/25/2035 | 3/1/2037 | 5 | 330 |

07 - Phase 2 Commercial

| Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days |
|-----------------------|-----------------------|------------|-----------|---------------|----------|
| Site Preparation | Site Preparation | 4/1/2026 | 4/14/2026 | 5 | 10 |
| Grading | Grading | 4/15/2026 | 5/12/2026 | 5 | 20 |
| Building Construction | Building Construction | 5/13/2026 | 3/30/2027 | 5 | 230 |
| Paving | Paving | 3/31/2027 | 4/27/2027 | 5 | 20 |
| Architectural Coating | Architectural Coating | 4/28/2027 | 5/25/2027 | 5 | 20 |

08 - Phase 2 Basin

| Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days |
|------------------|------------------|------------|-----------|---------------|----------|
| Site Preparation | Site Preparation | 3/1/2026 | 3/13/2026 | 5 | 10 |
| Grading | Grading | 3/14/2026 | 4/24/2026 | 5 | 30 |
| Paving | Paving | 4/25/2026 | 5/22/2026 | 5 | 20 |

OffRoad Equipment**01 - Phase 1 Tier 1 Multifamily Residential**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 |
| Grading | Graders | 1 | 8 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 |

02 - Phase 1 Tier 2 Multifamily Residential

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 |
| Grading | Graders | 1 | 8 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 |

03 - Phase 1 Single-family Residential

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 |
| Grading | Graders | 1 | 8 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 |
| Building Construction | Cranes | 3 | 6.1 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 10.5 | 89 | 0.20 |
| Building Construction | Generator Sets | 3 | 7 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 9.2 | 97 | 0.37 |
| Building Construction | Welders | 2 | 10.5 | 46 | 0.45 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 |

04 - Phase 1 Commercial/Mixed Use

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 |
| Grading | Graders | 1 | 8 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 |

05 - Phase 2 Multifamily Residential

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 |
| Grading | Graders | 1 | 8 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 |

06 - Phase 2 Single-family Residential

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 |
| Grading | Graders | 1 | 8 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 |
| Building Construction | Cranes | 2 | 6.4 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 7.3 | 89 | 0.20 |
| Building Construction | Generator Sets | 2 | 7.3 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 6.5 | 97 | 0.37 |
| Building Construction | Welders | 2 | 7.3 | 46 | 0.45 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 |

07 - Phase 2 Commercial

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| Grading | Excavators | 1 | 8 | 158 | 0.38 |
| Grading | Graders | 1 | 8 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 |

08 - Phase 2 Basin

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 |
| Grading | Graders | 1 | 8 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 |

Construction Trips and VMT**01 - Phase 1 Tier 1 Multifamily Residential**

| Phase Name | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length |
|-----------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|
| Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 |
| Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 |
| Building Construction | 331 | 53 | 18 | 10.8 | 7.3 | 20 |
| Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 |
| Architectural Coating | 66 | 0 | 2 | 10.8 | 7.3 | 20 |

02 - Phase 1 Tier 2 Multifamily Residential

| Phase Name | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length |
|-----------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|
| Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 |
| Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 |
| Building Construction | 172 | 26 | 18 | 10.8 | 7.3 | 20 |
| Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 |
| Architectural Coating | 34 | 0 | 2 | 10.8 | 7.3 | 20 |

03 - Phase 1 Single-family Residential

| Phase Name | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length |
|-----------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|
| Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 |
| Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 |
| Building Construction | 229 | 73 | 40 | 10.8 | 7.3 | 20 |
| Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 |
| Architectural Coating | 46 | 0 | 2 | 10.8 | 7.3 | 20 |

04 - Phase 1 Commercial/Mixed Use

| Phase Name | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length |
|-----------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|
| Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 |
| Grading | 15 | 0 | 12 | 10.8 | 7.3 | 20 |
| Building Construction | 506 | 205 | 18 | 10.8 | 7.3 | 20 |
| Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 |
| Architectural Coating | 101 | 0 | 2 | 10.8 | 7.3 | 20 |

05 - Phase 2 Multifamily Residential

| Phase Name | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length |
|-----------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|
| Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 |
| Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 |
| Building Construction | 1,197 | 294 | 18 | 10.8 | 7.3 | 20 |
| Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 |
| Architectural Coating | 239 | 0 | 2 | 10.8 | 7.3 | 20 |

06 - Phase 2 Single-family Residential

| PhaseName | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length |
|-----------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|
| Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 |
| Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 |
| Building Construction | 572 | 187 | 12 | 10.8 | 7.3 | 20 |
| Paving | 15 | 4 | 36 | 10.8 | 7.3 | 20 |
| Architectural Coating | 114 | 0 | 2 | 10.8 | 7.3 | 20 |

07 - Phase 2 Commercial

| Phase Name | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length |
|-----------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|
| Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 |
| Grading | 15 | 0 | 12 | 10.8 | 7.3 | 20 |
| Building Construction | 116 | 46 | 18 | 10.8 | 7.3 | 20 |
| Paving | 15 | 0 | 12 | 10.8 | 7.3 | 20 |
| Architectural Coating | 23 | 0 | 2 | 10.8 | 7.3 | 20 |

08 - Phase 2 Basin

| Phase Name | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length |
|------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|
| Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 |
| Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 |
| Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 |

Calculations for Adjustments to Conserve Default HP Hours (Phase 1)

Single-family homes

| | Duration | |
|-----------------------|-------------------|-----------------------------|
| | CalEEMod Defaults | Revisions to Match Schedule |
| Building Construction | 3,100 | 1,184 |

| CalEEMod Defaults | | | | | | Revisions | | | | | | Cross-Check | |
|---------------------------|--------|-------------|------------|-------------|--------------|---------------------------|--------|-------------|------------|-------------|--------------|------------------|------------|
| Building Construction | | | | | | Building Construction | | | | | | | |
| Equipment | Amount | Usage Hours | Horsepower | Load Factor | HP Hours | Equipment | Amount | Usage Hours | Horsepower | Load Factor | HP Hours | Goal HP Hours | Difference |
| Cranes | 1 | 7.0 | 231 | 0.29 | 1,453,683 | Cranes | 3 | 6.11 | 231 | 0.29 | 1,453,683 | 1,453,683 | - |
| Forklifts | 3 | 8.0 | 89 | 0.20 | 1,324,320 | Forklifts | 6 | 10.47 | 89 | 0.20 | 1,324,320 | 1,324,320 | - |
| Generator Sets | 1 | 8.0 | 84 | 0.74 | 1,541,568 | Generator Sets | 3 | 6.98 | 84 | 0.74 | 1,541,568 | 1,541,568 | - |
| Tractors/Loaders/Backhoes | 3 | 7.0 | 97 | 0.37 | 2,336,439 | Tractors/Loaders/Backhoes | 6 | 9.16 | 97 | 0.37 | 2,336,439 | 2,336,439 | - |
| Welders | 1 | 8.0 | 46 | 0.45 | 513,360 | Welders | 2 | 10.47 | 46 | 0.45 | 513,360 | 513,360 | - |
| | | | | | Total | | | | | | Total | 7,169,370 | - |

Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Calculations for Adjustments to Conserve Default HP Hours (Phase 2)

Single-family homes

| | Duration | |
|-----------------------|-------------------|-----------------------------|
| | CalEEMod Defaults | Revisions to Match Schedule |
| Building Construction | 4,650 | 2,535 |

| CalEEMod Defaults | | | | | | Revisions | | | | | Cross-Check | | | |
|---------------------------|--------|-------------|------------|-------------|--------------|---------------------------|--------|-------------|------------|-------------|--------------|-------------------|------------|---|
| Building Construction | | | | | | Building Construction | | | | | | | | |
| Equipment | Amount | Usage Hours | Horsepower | Load Factor | HP Hours | Equipment | Amount | Usage Hours | Horsepower | Load Factor | HP Hours | Goal HP Hours | Difference | |
| Cranes | 1 | 7.0 | 231 | 0.29 | 2,180,525 | Cranes | 2 | 6.42 | 231 | 0.29 | 2,180,525 | 2,180,525 | - | |
| Forklifts | 3 | 8.0 | 89 | 0.20 | 1,986,480 | Forklifts | 6 | 7.34 | 89 | 0.20 | 1,986,480 | 1,986,480 | - | |
| Generator Sets | 1 | 8.0 | 84 | 0.74 | 2,312,352 | Generator Sets | 2 | 7.34 | 84 | 0.74 | 2,312,352 | 2,312,352 | - | |
| Tractors/Loaders/Backhoes | 3 | 7.0 | 97 | 0.37 | 3,504,659 | Tractors/Loaders/Backhoes | 6 | 6.42 | 97 | 0.37 | 3,504,659 | 3,504,659 | - | |
| Welders | 1 | 8.0 | 46 | 0.45 | 770,040 | Welders | 2 | 7.34 | 46 | 0.45 | 770,040 | 770,040 | - | |
| | | | | | Total | | | | | | Total | 10,754,055 | 10,754,055 | - |

Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Southern California Edison Electricity Emissions Factors

| Year | lbs CO ₂ e/MWh |
|------|---------------------------|
| 2030 | 317.95 |

2019 Electricity Emissions Factor

| Emissions Factors | t/kWh | Share of Portfolio | t/kWh | t/MWh | lbs/MWh |
|---------------------|----------|--------------------|------------|-------|---------|
| RPS sources | - | 32% | - | - | - |
| Natural Gas | 0.000459 | 20% | 0.00009170 | - | - |
| Nuclear | 0.000002 | 6% | 0.00000010 | - | - |
| Coal | 0.001218 | 0% | - | - | - |
| Large Hydroelectric | 0.000086 | 8% | 0.00000687 | - | - |
| Unspecified Sources | 0.000427 | 34% | 0.00014534 | - | - |
| Total | - | 100% | 0.00024401 | 0.24 | 537.95 |

Power Content Label

| Sothern California Edison 2019 | % | Source |
|--------------------------------|------|---|
| RPS sources | 35% | California Energy Commission (CEC). 2020. Power Content Label 2019 SCE Power Mix. July. Website: https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf . Accessed September 27, 2021. |
| Natural Gas | 16% | |
| Nuclear | 8% | |
| Coal | 0% | |
| Large Hydroelectric | 8% | |
| Unspecified Sources | 33% | |
| Total | 100% | |

Natural Gas Facility Emissions Factor Calculation

Natural Gas Emissions Factor

| | CO ₂ | CH ₄ | N ₂ O | CO ₂ e | Source |
|-------------------------------|-----------------|-----------------|------------------|-------------------|--|
| kg per mmBtu | 53.06 | - | - | - | Environmental Protection Agency (EPA). 2018. Emission Factors for Greenhouse Gas Inventories. March 9. Website: https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf . Accessed January 15, 2020. |
| g per mmBtu | 53,060 | 1.00 | 0.10 | - | |
| t per mmBtu | 0.05 | 0.00 | 0.00 | - | Calculated |
| t CO ₂ e per mmBtu | 0.05 | 0.00 | 0.00 | 0.05 | Calculated |
| t CO ₂ e per GJ | - | - | - | 0.06 | Calculated |

Heat Rates

| Value | Units | Source | Notes |
|------------|---------|--|--|
| 7,755 | btu/kWh | California Energy Commission (CEC). 2017. Thermal Efficiency of Natural Gas-Fired Generation in California: 2016 Update. February. Website: http://www.energy.ca.gov/2017publications/CEC-200-2017-003/CEC-200-2017-003.pdf . Accessed January 15, 2020. | Table 1, State Average w/o Cogeneration (per last paragraph on pg 4) |
| 0.00818196 | GJ/kWh | Converted in Google: GJ per btu | |

Natural Gas Facility Emissions Factor

| | | |
|---------------------------------------|-------------|-----------------------------|
| Natural gas emissions factor | 0.06 | t CO ₂ e per GJ |
| Natural gas facility heat rate | 0.00818196 | GJ/kWh |
| Natural Gas Facility Emissions Factor | 0.000458507 | t CO ₂ e per kWh |

Nuclear Emissions Factor

| | Value | Units | Source |
|--------------------------|------------|-----------------------|---|
| Nuclear GHG Emissions | 0.40 | gCO ₂ e/MJ | California Air Resource Board. 2009. Detailed California-Modified GREET Pathway for California Average and Marginal Electricity. February 27. Website: https://www.arb.ca.gov/fuels/lcfs/022709lcfs_elec.pdf . Accessed January 15, 2020. |
| Nuclear Emissions Factor | 0.00000159 | t/kWh | |

Unspecified Electricity Source Emissions Factor Calculation

ARB California GHG Inventory Unspecified Electricity Emissions Factors

| 2014 | CO ₂ | CH ₄ | N ₂ O | CO ₂ e | Units | Source |
|-------------------------|-----------------|-----------------|------------------|-------------------|-------|---|
| Pacific Northwest (PNW) | 427 | 0.008117 | 0.00094388 | 427.4774042 | g/kWh | California Air Resource Board. 2016. Annex 1B. Electricity Production - Imports (IPCC 1A1a) to the Technical Support Document for California's 2000-2014 Greenhouse Gas Emission Inventory. March 30. Website: https://www.arb.ca.gov/cc/inventory/doc/methods_00-14/annex_1b_electricity_production_imports.pdf . Accessed January 15, 2020. |
| Pacific Southwest (PSW) | 427 | 0.008117 | 0.00094388 | 427.4774042 | g/kWh | |
| PNW and PSW | - | - | - | 0.000427477 | t/kWh | |

Other/Unspecified Emissions Factor

| | | |
|--|----------|-----------------------------|
| Unspecified Electricity Emissions Factor | 0.000427 | t CO ₂ e per kWh |
|--|----------|-----------------------------|

Coal Electricity Source Emissions Factor Calculation

ARB California GHG Inventory Specified Imports : Montana : Hardin Generating Project (MT) Electricity Emissions Factors

| 2014 | CO ₂ | CH ₄ | N ₂ O | CO ₂ e | Units | Source |
|--|-----------------|-----------------|------------------|-------------------|-------|---|
| Coal Electricity Source Emissions Factor Calculation | | | | | | California Air Resource Board. 2016. Annex 1B. Electricity Production - Imports (IPCC 1A1a) to the Technical Support Document for California's 2000-2014 Greenhouse Gas Emission Inventory. March 30. Website: https://www.arb.ca.gov/cc/inventory/doc/methods_00-14/annex_1b_electricity_production_imports.pdf . Accessed January 15, 2020. |
| Total | 1212 | 0.0125 | 0.02 | 1217.65 | g/kWh | |
| | - | - | - | 0.00121765 | t/kWh | - |

Note: The factors for NV station chosen as it has highest CO₂ emissions from coal generation for 2014.

Coal Emissions Factor

| | | |
|--|----------|-----------------------------|
| Unspecified Electricity Emissions Factor | 0.001218 | t CO ₂ e per kWh |
|--|----------|-----------------------------|

Large Hydroelectricity Source Emissions Factor Calculation

ARB California GHG Inventory Specified Imports : Pacific Northwest : Bonneville Power Administration (PNW) Electricity Emissions Factors

| 2012 | CO ₂ | CH ₄ | N ₂ O | CO ₂ e | Units | Source |
|---|-----------------|-----------------|------------------|-------------------|-------|---|
| Hydroelectric Electricity Source Emissions Factor Calculation | 85.8 | 0.0016 | 0.00018 | 85.8925 | g/kWh | California Air Resource Board. 2016. Annex 1B. Electricity Production - Imports (IPCC 1A1a) to the Technical Support Document for California's 2000-2014 Greenhouse Gas Emission Inventory. March 30. Website: https://www.arb.ca.gov/cc/inventory/doc/methods_00-14/annex_1b_electricity_production_imports.pdf . Accessed January 15, 2020. |
| Total | - | - | - | 0.00008589 | t/kWh | - |

Large Hydroelectric Emissions Factor

| | | |
|--|----------|-----------------------------|
| Unspecified Electricity Emissions Factor | 0.000086 | t CO ₂ e per kWh |
|--|----------|-----------------------------|

2020-2029 and 2030 Electricity Emissions Factors

| Non-RPS Energy | Year | SCE RPS Position | Notes | Source |
|----------------|--------------|------------------|-------|---|
| 64.9% | Latest(2019) | 35.1% | | California Energy Commission (CEC). 2020. Power Content Label 2019 SCE Power Mix. July. Website: https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf . Accessed September 27, 2021. |
| 67.0% | 2020-2029 | 33.0% | | |
| 40.0% | 2030 | 60.0% | | |

Estimated Power Content Label Sources

| SCE | Latest Power Content Label(SCE 2019) | 2020-2029* | Share of Non-RPS in 2020-2029 | 2030 | Source |
|---------------------|--------------------------------------|------------|-------------------------------|-------|---|
| RPS | 32% | 33.0% | - | 60.0% | California Energy Commission (CEC). 2020. Power Content Label 2019 SCE Power Mix. July. Website: https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf . Accessed September 27, 2021. |
| Natural Gas | 20% | 19.8% | 29.6% | 11.8% | |
| Nuclear | 6% | 5.9% | 8.9% | 3.5% | |
| Coal | 0% | 0.0% | 0.0% | 0.0% | |
| Large Hydroelectric | 8% | 7.9% | 11.8% | 4.7% | |
| Unspecified Sources | 34% | 33.7% | 50.2% | 20.1% | |
| Total | 100% | 100% | 100% | 100% | |

* Factors adjusted to comply with RPS, based on latest power content label.

2020-2029

| Emissions Factors | t/kWh | Share of Portfolio | t/kWh | t/MWh | lbs/MWh |
|---------------------|----------|--------------------|----------|-------|---------|
| RPS | - | 33.0% | - | | |
| Natural Gas | 0.000459 | 19.8% | 0.000091 | | |
| Nuclear | 0.000002 | 5.9% | 0.000000 | | |
| Coal | 0.001218 | 0.0% | - | | |
| Large Hydroelectric | 0.000086 | 7.9% | 0.000007 | | |
| Unspecified | 0.000427 | 33.7% | 0.000144 | | |
| Total | - | 100% | 0.000242 | 0.24 | 532.57 |

| 2030 | | | | | |
|---------------------|----------|--------------------|----------|-------|---------|
| Emissions Factors | t/kWh | Share of Portfolio | t/kWh | t/MWh | lbs/MWh |
| RPS | - | 60.0% | - | | |
| Natural Gas | 0.000459 | 11.8% | 0.000054 | | |
| Nuclear | 0.000002 | 3.5% | 0.000000 | | |
| Coal | 0.001218 | 0.0% | - | | |
| Large Hydroelectric | 0.000086 | 4.7% | 0.000004 | | |
| Unspecified | 0.000427 | 20.1% | 0.000086 | | |
| Total | - | 100% | 0.000144 | 0.14 | 317.95 |

CONVERSION FACTORS

Conversions

| | | |
|----------|-------|----------|
| GJ | mmBtu | |
| 1 | | 0.947817 |
| g | kg | |
| 1 | | 1,000 |
| g | t | |
| 1 | | 0.000001 |
| lb | t | |
| 2,204.62 | | 1 |
| kW | MW | |
| 1 | | 0.001 |

GWP Factors

| | |
|------------------|-----|
| CO ₂ | 1 |
| CH ₄ | 28 |
| N ₂ O | 265 |

ABBREVIATIONS

| | |
|-------------------------------|---|
| RPS | Renewable Portfolio Standard |
| GWP | Global Warming Potential |
| CO ₂ e | Carbon Dioxide Equivalent |
| CO ₂ | Carbon Dioxide |
| CH ₄ | Methane |
| N ₂ O | Nitrous Oxide |
| lbs CO ₂ e/MWh | Pounds Carbon Dioxide Equivalent/Mega-Watt Hour |
| t/kWh | tonnes/kilo-Watt hour |
| t/MWh | tonnes/Mega-Watt Hour |
| lbs/MWh | pounds/Mega-Watt Hour |
| kg per mmBtu | kilograms per million British Thermal Unit |
| g per mmBtu | grams per million British Thermal Unit |
| t per mmBtu | tonnes per million British Thermal Unit |
| t CO ₂ e per mmBtu | tonnes Carbon Dioxide Equivalent per million British Thermal Unit |
| t CO ₂ e per GJ | tonnes Carbon Dioxide Equivalent per Gigajoule |
| btu/kWh | British Thermal Unit/kilo-Watt hour |
| GJ/kWh | Gigajoule/kilo-Watt hour |
| t CO ₂ e per kWh | tonnes Carbon Dioxide Equivalent per kilo-Watt hour |
| gCO ₂ e/MJ | grams Carbon Dioxide Equivalent/Megajoule |
| t/kWh | tonnes/kilo-Watt hour |
| g/kWh | grams/kilo-Watt hour |

| Land use | | | Daily Trips | | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
|--------------------|--------------------------------|---------------------------|-------------|--------|--------------------|----------------------|-----------------------|--------------------|----------------------|-----------------------|
| ITE Code | Development Type | Variable | ADT RATE | ADT | Rate | In % Split/ Trips | Out % Split/ Trips | Rate | In % Split/ Trips | Out % Split/ Trips |
| 210 | Single-Family detached Housing | 1462 Dwelling Units | eq | 11903 | eq | 26% 222 | 74% 633 | eq | 63% 779 | 37% 458 |
| 220 | Multifamily Housing (Low Rise) | 1670 Dwelling Units | eq | 10780 | eq | 24% 130 | 76% 411 | eq | 62% 456 | 38% 280 |
| 520 | Elementary School | 750 Students | 2.27 | 1703 | 0.74 | 54% 300 | 46% 255 | 0.16 | 46% 55 | 54% 65 |
| 821 | Shopping Plaza | 46.5 1000 sq ft GLA | eq | 4991 | 3.53 | 62% 102 | 38% 62 | eq | 48% 228 | 52% 247 |
| - | Costco | 160.523 1000 sq ft GFA | 99.38 | 15952 | 2.59 | 56% 231 | 44% 184 | | 47% 631 | 53% 715 |
| SUBTOTAL | | | | 45,329 | | 985 | 1545 | | 2149 | 1765 |
| <i>Adjustments</i> | | | | | | | | | | |
| Pass-by | Shopping Plaza | 15% | | 749 | | 15 | 9 | | 34 | 37 |
| Pass-by | Costco | 20.4% | | 3,261 | | 47 | 38 | | 129 | 146 |
| TOTAL | | | | 41,319 | | 923 | 1,498 | | 1,986 | 1,582 |

Modeling Assumptions and Results

Emission Summary

Emission Summary

Construction Emissions (Unmitigated Annual)

Summary by Project Phase and Construction Year

| | | Tons per Year | | | | | | | | |
|--|---|---------------|----------------|----------------|---------------|-----------------|---------------|------------------|----------------|------------------|
| | | ROG | NOX | CO | SO2 | Exhaust PM10 | Total PM10 | Exhaust PM2.5 | Total PM2.5 | MTCO2e |
| 01 - Phase 1 Tier 1 Multifamily Residential | | | | | | | | | | |
| | 2022 | 0.1157 | 1.2089 | 0.8698 | 0.0018 | 0.0530 | 0.2399 | 0.0487 | 0.1326 | 162.5009 |
| | 2023 | 0.3625 | 2.2866 | 3.3756 | 0.0079 | 0.0947 | 0.4831 | 0.0891 | 0.1935 | 718.4794 |
| | 2024 | 1.6348 | 1.6844 | 2.5861 | 0.0059 | 0.0671 | 0.3479 | 0.0630 | 0.1384 | 539.6913 |
| | Phase 1 Tier 1 Multifamily Residential Total | 2.1130 | 5.1799 | 6.8315 | 0.0156 | 0.2148 | 1.0709 | 0.2008 | 0.4645 | 1420.6716 |
| 02 - Phase 1 Tier 2 Multifamily Residential | | | | | | | | | | |
| | 2024 | 0.0169 | 0.1695 | 0.1224 | 0.0003 | 0.0075 | 0.0769 | 0.0268 | 0.0337 | 23.4791 |
| | 2025 | 0.2632 | 2.0203 | 2.7492 | 0.0059 | 0.0789 | 0.3205 | 0.0721 | 0.1460 | 530.0969 |
| | 2026 | 0.8162 | 0.5673 | 0.8485 | 0.0017 | 0.0229 | 0.0788 | 0.0150 | 0.0365 | 154.9544 |
| | Phase 1 Tier 2 Multifamily Residential Total | 1.0963 | 2.7571 | 3.7201 | 0.0079 | 0.1093 | 0.4762 | 0.1139 | 0.2162 | 708.5304 |
| 03 - Phase 1 Single-family Residential | | | | | | | | | | |
| | 2022 | 0.1053 | 1.0775 | 0.6579 | 0.0013 | 0.0524 | 0.3643 | 0.0483 | 0.1994 | 113.6592 |
| | 2023 | 1.1935 | 10.8549 | 11.5840 | 0.0235 | 0.4799 | 1.5826 | 0.4466 | 0.8418 | 2093.7129 |
| | 2024 | 0.7847 | 6.8187 | 7.9175 | 0.0165 | 0.2849 | 0.9597 | 0.2666 | 0.4528 | 1473.4883 |
| | 2025 | 0.5667 | 4.7541 | 6.3215 | 0.0130 | 0.1845 | 0.4856 | 0.1736 | 0.2551 | 1164.3073 |
| | 2026 | 0.5600 | 4.7451 | 6.2726 | 0.0129 | 0.1844 | 0.4855 | 0.1735 | 0.2550 | 1154.8400 |
| | 2027 | 2.7414 | 2.6545 | 3.5961 | 0.0074 | 0.1038 | 0.2996 | 0.0980 | 0.1508 | 662.6575 |
| | 2028 | 0.4312 | 0.0200 | 0.0441 | 0.0001 | 0.0009 | 0.0069 | 0.0009 | 0.0025 | 8.3478 |
| | Phase 1 Single-family Residential | 6.3828 | 30.9248 | 36.3937 | 0.0747 | 1.2908 | 4.1842 | 1.2075 | 2.1574 | 6671.0130 |
| 04 - Phase 1 Commercial | | | | | | | | | | |
| | 2024 | 0.0163 | 0.1638 | 0.1128 | 0.0002 | 0.0074 | 0.0643 | 0.0068 | 0.0346 | 21.1486 |
| | 2025 | 0.3667 | 2.7987 | 3.5916 | 0.0113 | 0.0815 | 0.7565 | 0.0764 | 0.2828 | 1054.8717 |
| | 2026 | 0.3845 | 2.7341 | 3.6442 | 0.0117 | 0.0762 | 0.7032 | 0.0716 | 0.2420 | 1099.2268 |
| | 2027 | 0.6739 | 0.0493 | 0.1118 | 0.0002 | 0.0022 | 0.0168 | 0.0021 | 0.0060 | 20.9888 |
| | Phase 1 Commercial Total | 1.4414 | 5.7459 | 7.4604 | 0.0235 | 0.1673 | 1.5408 | 0.1569 | 0.5654 | 2196.2359 |

05 - Phase 2 Multifamily Residential

| | | | | | | | | | |
|--|---------------|----------------|----------------|---------------|---------------|----------------|---------------|---------------|-------------------|
| 2026 | 0.2146 | 2.0743 | 1.8069 | 0.0042 | 0.0858 | 0.6015 | 0.0790 | 0.3005 | 368.6476 |
| 2027 | 0.5614 | 3.5830 | 5.1881 | 0.0174 | 0.0996 | 1.4460 | 0.0930 | 0.4614 | 1628.3932 |
| 2028 | 0.5847 | 3.5166 | 5.4963 | 0.0197 | 0.0842 | 1.5764 | 0.0793 | 0.4818 | 1856.0396 |
| 2029 | 0.5602 | 3.4998 | 5.3521 | 0.0194 | 0.0841 | 1.5821 | 0.0792 | 0.4833 | 1827.4824 |
| 2030 | 0.5278 | 2.8832 | 5.2215 | 0.0196 | 0.0342 | 1.5322 | 0.0334 | 0.4376 | 1834.3162 |
| 2031 | 0.5035 | 2.8621 | 5.0969 | 0.0193 | 0.0339 | 1.5319 | 0.0331 | 0.4373 | 1805.5954 |
| 2032 | 0.4848 | 2.8552 | 5.0130 | 0.0191 | 0.0337 | 1.5374 | 0.0330 | 0.4386 | 1786.9644 |
| 2033 | 3.3746 | 0.9470 | 2.0138 | 0.0057 | 0.0254 | 0.3917 | 0.0252 | 0.1237 | 518.3452 |
| 2034 | 0.1517 | 0.0027 | 0.0131 | 0.0000 | 0.0001 | 0.0048 | 0.0001 | 0.0013 | 3.5037 |
| Phase 2 Multifamily Residential Total | 6.9633 | 22.2239 | 35.2017 | 0.1244 | 0.4810 | 10.2040 | 0.4553 | 3.1655 | 11629.2877 |

06 - Phase 2 Single-family Residential

| | | | | | | | | | |
|--|----------------|----------------|----------------|---------------|---------------|----------------|---------------|---------------|-------------------|
| 2026 | 0.0832 | 0.8340 | 0.6039 | 0.0013 | 0.0359 | 0.3734 | 0.0330 | 0.1887 | 114.8977 |
| 2027 | 1.0276 | 8.8231 | 10.6115 | 0.0257 | 0.3357 | 2.1908 | 0.3117 | 0.9341 | 2332.1625 |
| 2028 | 0.9429 | 8.0860 | 9.5307 | 0.0244 | 0.2966 | 1.7607 | 0.2757 | 0.7161 | 2214.5229 |
| 2029 | 0.6011 | 4.9569 | 6.2596 | 0.0170 | 0.1681 | 1.3401 | 0.1575 | 0.4426 | 1559.3003 |
| 2030 | 0.4904 | 3.0482 | 5.4365 | 0.0159 | 0.0443 | 0.8003 | 0.0439 | 0.2486 | 1451.1585 |
| 2031 | 0.4787 | 3.0371 | 5.3767 | 0.0158 | 0.0442 | 0.8001 | 0.0437 | 0.2484 | 1435.6451 |
| 2032 | 0.4706 | 3.0393 | 5.3478 | 0.0157 | 0.0442 | 0.8030 | 0.0437 | 0.2492 | 1427.3425 |
| 2033 | 0.4580 | 3.0085 | 5.2644 | 0.0154 | 0.0437 | 0.7967 | 0.0433 | 0.2472 | 1404.3517 |
| 2034 | 0.4502 | 3.0012 | 5.2270 | 0.0153 | 0.0435 | 0.7966 | 0.0431 | 0.2471 | 1393.5182 |
| 2035 | 0.9091 | 2.8321 | 5.2508 | 0.0154 | 0.0299 | 0.7977 | 0.0295 | 0.2374 | 1399.5882 |
| 2036 | 5.2019 | 2.1436 | 4.1941 | 0.0122 | 0.0230 | 0.6865 | 0.0227 | 0.2018 | 1104.7516 |
| 2037 | 0.7850 | 0.0179 | 0.0711 | 0.0002 | 0.0003 | 0.0193 | 0.0003 | 0.0053 | 16.6809 |
| Phase 2 Single-family Residential | 11.8987 | 42.8279 | 63.1741 | 0.1743 | 1.1094 | 11.1652 | 1.0481 | 3.9665 | 15853.9201 |

07 - Phase 2 Commercial

| | | | | | | | | | |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 2026 | 0.1730 | 1.5109 | 1.8403 | 0.0041 | 0.0572 | 0.2381 | 0.0536 | 0.1202 | 370.2396 |
| 2027 | 0.1467 | 0.5614 | 0.7697 | 0.0016 | 0.0219 | 0.0638 | 0.0205 | 0.0319 | 146.6391 |
| Phase 2 Commercial | 0.3197 | 2.0723 | 2.6100 | 0.0057 | 0.0791 | 0.3019 | 0.0741 | 0.1521 | 516.8787 |

08 - Phase 2 Basin

| | | | | | | | | | |
|----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 2026 | 0.0743 | 0.6364 | 0.6429 | 0.0014 | 0.0266 | 0.1379 | 0.0245 | 0.0732 | 124.5251 |
| Phase 2 Basin | 0.0743 | 0.6364 | 0.6429 | 0.0014 | 0.0266 | 0.1379 | 0.0245 | 0.0732 | 124.5251 |

| | | | | | | | | | |
|---|--------------|---------------|---------------|-------------|-------------|--------------|-------------|--------------|-----------------|
| Highest Emissions Any Individual Project in Any Year | 5.20 | 10.85 | 11.58 | 0.03 | 0.48 | 2.19 | 0.45 | 0.93 | 2332.16 |
| Grand Total for All Construction Activities | 30.29 | 112.37 | 156.03 | 0.43 | 3.48 | 29.08 | 3.28 | 10.76 | 39121.06 |
| Average Annual Construction Emissions (15 Years) | 2.02 | 7.49 | 10.40 | 0.03 | 0.23 | 1.94 | 0.22 | 0.72 | 2608.07 |

| Construction Year | Tons per Year (Unmitigated) | | | | | | | | |
|------------------------------------|-----------------------------|----------------|----------------|---------------|-----------------|---------------|------------------|----------------|------------------|
| | ROG | NOX | CO | SO2 | Exhaust PM10 | Total PM10 | Exhaust PM2.5 | Total PM2.5 | MTCO2e |
| 2022 | 0.2210 | 2.2864 | 1.5277 | 0.0031 | 0.1054 | 0.6042 | 0.0970 | 0.3320 | 276.1601 |
| 2023 | 1.5560 | 13.1415 | 14.9596 | 0.0314 | 0.5746 | 2.0657 | 0.5357 | 1.0353 | 2812.1923 |
| 2024 | 2.4527 | 8.8364 | 10.7388 | 0.0229 | 0.3669 | 1.4488 | 0.3632 | 0.6595 | 2057.8073 |
| 2025 | 1.1966 | 9.5731 | 12.6623 | 0.0302 | 0.3449 | 1.5626 | 0.3221 | 0.6839 | 2749.2759 |
| 2026 | 2.3058 | 13.1021 | 15.6593 | 0.0373 | 0.4890 | 2.6184 | 0.4502 | 1.2161 | 3387.3312 |
| 2027 | 5.1510 | 15.6713 | 20.2772 | 0.0524 | 0.5632 | 4.0170 | 0.5253 | 1.5842 | 4790.8411 |
| 2028 | 1.9588 | 11.6226 | 15.0711 | 0.0442 | 0.3817 | 3.3440 | 0.3559 | 1.2004 | 4078.9103 |
| 2029 | 1.1613 | 8.4567 | 11.6117 | 0.0364 | 0.2522 | 2.9222 | 0.2367 | 0.9259 | 3386.7827 |
| 2030 | 1.0182 | 5.9314 | 10.6580 | 0.0355 | 0.0785 | 2.3325 | 0.0773 | 0.6862 | 3285.4747 |
| 2031 | 0.9822 | 5.8992 | 10.4736 | 0.0351 | 0.0781 | 2.3320 | 0.0768 | 0.6857 | 3241.2405 |
| 2032 | 0.9554 | 5.8945 | 10.3608 | 0.0348 | 0.0779 | 2.3404 | 0.0767 | 0.6878 | 3214.3069 |
| 2033 | 3.8326 | 3.9555 | 7.2782 | 0.0211 | 0.0691 | 1.1884 | 0.0685 | 0.3709 | 1922.6969 |
| 2034 | 0.6019 | 3.0039 | 5.2401 | 0.0153 | 0.0436 | 0.8014 | 0.0432 | 0.2484 | 1397.0219 |
| 2035 | 0.9091 | 2.8321 | 5.2508 | 0.0154 | 0.0299 | 0.7977 | 0.0295 | 0.2374 | 1399.5882 |
| 2036 | 5.2019 | 2.1436 | 4.1941 | 0.0122 | 0.0230 | 0.6865 | 0.0227 | 0.2018 | 1104.7516 |
| 2037 | 0.7850 | 0.0179 | 0.0711 | 0.0002 | 0.0003 | 0.0193 | 0.0003 | 0.0053 | 16.6809 |
| Highest Annual Emissions | 5.2019 | 15.6713 | 20.2772 | 0.0524 | 0.5746 | 4.0170 | 0.5357 | 1.5842 | 4790.8411 |
| Year | 2036 | 2027 | 2027 | 2027 | 2023 | 2027 | 2023 | 2027 | 2027 |
| Significance threshold (tons/year) | 10 | 10 | 100 | — | — | 15 | — | 15 | — |

Emission Summary

Construction Emissions (Tier 4 Mitigated)

Summary by Project Phase and Construction Year

| | | Tons per Year | | | | | | | | MTCO2e |
|--|---|---------------|---------------|----------------|---------------|-----------------|---------------|------------------|----------------|------------------|
| | | ROG | NOX | CO | SO2 | Exhaust PM10 | Total PM10 | Exhaust PM2.5 | Total PM2.5 | |
| 01 - Phase 1 Tier 1 Multifamily Residential | | | | | | | | | | |
| | 2022 | 0.0322 | 0.5593 | 1.0752 | 0.0018 | 0.0030 | 0.1899 | 0.0030 | 0.0868 | 162.5009 |
| | 2023 | 0.2548 | 1.8039 | 3.6110 | 0.0079 | 0.0159 | 0.4043 | 0.0156 | 0.1200 | 718.4794 |
| | 2024 | 1.5540 | 1.4376 | 2.8019 | 0.0059 | 0.0110 | 0.2918 | 0.0109 | 0.0863 | 539.6913 |
| | Phase 1 Tier 1 Multifamily Residential Total | 1.8410 | 3.8008 | 7.4881 | 0.0156 | 0.0299 | 0.8860 | 0.0295 | 0.2931 | 1420.6716 |
| 02 - Phase 1 Tier 2 Multifamily Residential | | | | | | | | | | |
| | 2024 | 0.0049 | 0.0813 | 0.1545 | 0.0003 | 0.0004 | 0.0698 | 0.0004 | 0.0272 | 23.4791 |
| | 2025 | 0.1601 | 1.6802 | 3.1212 | 0.0059 | 0.0122 | 0.2538 | 0.0121 | 0.0842 | 530.0969 |
| | 2026 | 0.7872 | 0.5182 | 0.9410 | 0.0017 | 0.0035 | 0.0595 | 0.0035 | 0.0185 | 154.9544 |
| | Phase 1 Tier 2 Multifamily Residential Total | 0.9522 | 2.2797 | 4.2167 | 0.0079 | 0.0162 | 0.3831 | 0.0160 | 0.1299 | 708.5304 |
| 03 - Phase 1 Single-family Residential | | | | | | | | | | |
| | 2022 | 0.0174 | 0.0678 | 0.6959 | 0.0013 | 0.0021 | 0.3139 | 0.0021 | 0.1532 | 113.6592 |
| | 2023 | 0.4353 | 1.9650 | 12.9377 | 0.0235 | 0.0522 | 1.1550 | 0.0520 | 0.4472 | 2093.7129 |
| | 2024 | 0.3287 | 1.5695 | 8.6957 | 0.0165 | 0.0387 | 0.7135 | 0.0384 | 0.2247 | 1473.4883 |
| | 2025 | 0.2710 | 1.3659 | 6.8449 | 0.0130 | 0.0308 | 0.3319 | 0.0306 | 0.1121 | 1164.3073 |
| | 2026 | 0.2643 | 1.3568 | 6.7959 | 0.0129 | 0.0308 | 0.3319 | 0.0306 | 0.1121 | 1154.8400 |
| | 2027 | 2.5696 | 0.7420 | 3.8790 | 0.0074 | 0.0170 | 0.2128 | 0.0169 | 0.0697 | 662.6575 |
| | 2028 | 0.4289 | 0.0032 | 0.0445 | 0.0001 | 0.0001 | 0.0061 | 0.0001 | 0.0017 | 8.3478 |
| | Phase 1 Single-family Residential | 4.3152 | 7.0702 | 39.8936 | 0.0747 | 0.1716 | 3.0651 | 0.1706 | 1.1207 | 6671.0130 |
| 04 - Phase 1 Commercial | | | | | | | | | | |
| | 2024 | 0.0045 | 0.0737 | 0.1406 | 0.0002 | 0.0004 | 0.0573 | 0.0004 | 0.0282 | 21.1486 |
| | 2025 | 0.2676 | 2.4624 | 3.9263 | 0.0113 | 0.0178 | 0.6928 | 0.0173 | 0.2238 | 1054.8717 |
| | 2026 | 0.2998 | 2.5376 | 3.9091 | 0.0117 | 0.0186 | 0.6456 | 0.0181 | 0.1885 | 1099.2268 |
| | 2027 | 0.6701 | 0.0522 | 0.1204 | 0.0002 | 0.0003 | 0.0148 | 0.0002 | 0.0041 | 20.9888 |
| | Phase 1 Commercial Total | 1.2420 | 5.1259 | 8.0964 | 0.0235 | 0.0370 | 1.4105 | 0.0360 | 0.4446 | 2196.2359 |

05 - Phase 2 Multifamily Residential

| | | | | | | | | | |
|--|---------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|-------------------|
| 2026 | 0.0725 | 1.2746 | 2.4468 | 0.0042 | 0.0067 | 0.5224 | 0.0067 | 0.2283 | 368.6476 |
| 2027 | 0.4379 | 3.1308 | 5.6994 | 0.0174 | 0.0233 | 1.3697 | 0.0226 | 0.3910 | 1628.3932 |
| 2028 | 0.4992 | 3.2726 | 5.7490 | 0.0197 | 0.0258 | 1.5181 | 0.0250 | 0.4276 | 1856.0396 |
| 2029 | 0.4744 | 3.2549 | 5.6058 | 0.0194 | 0.0255 | 1.5235 | 0.0247 | 0.4288 | 1827.4824 |
| 2030 | 0.4423 | 3.2110 | 5.4592 | 0.0196 | 0.0220 | 1.5199 | 0.0212 | 0.4253 | 1834.3162 |
| 2031 | 0.4180 | 3.1898 | 5.3346 | 0.0193 | 0.0216 | 1.5196 | 0.0209 | 0.4250 | 1805.5954 |
| 2032 | 0.3989 | 3.1842 | 5.2516 | 0.0191 | 0.0214 | 1.5251 | 0.0207 | 0.4264 | 1786.9644 |
| 2033 | 3.2981 | 1.1747 | 2.1361 | 0.0057 | 0.0063 | 0.3726 | 0.0061 | 0.1046 | 518.3452 |
| 2034 | 0.1515 | 0.0032 | 0.0132 | 0.0000 | 0.0000 | 0.0048 | 0.0000 | 0.0013 | 3.5037 |
| Phase 2 Multifamily Residential Total | 6.1928 | 21.6958 | 37.6957 | 0.1244 | 0.1526 | 9.8757 | 0.1479 | 2.8583 | 11629.2877 |

06 - Phase 2 Single-family Residential

| | | | | | | | | | |
|--|---------------|----------------|----------------|---------------|---------------|----------------|---------------|---------------|-------------------|
| 2026 | 0.0170 | 0.0679 | 0.7015 | 0.0013 | 0.0021 | 0.3396 | 0.0021 | 0.1578 | 114.8977 |
| 2027 | 0.4663 | 2.3561 | 11.9909 | 0.0257 | 0.0444 | 1.8995 | 0.0439 | 0.6663 | 2332.1625 |
| 2028 | 0.4368 | 2.2663 | 10.8560 | 0.0244 | 0.0426 | 1.5066 | 0.0421 | 0.4825 | 2214.5229 |
| 2029 | 0.3323 | 1.8711 | 6.8191 | 0.0170 | 0.0308 | 1.2028 | 0.0303 | 0.3154 | 1559.3003 |
| 2030 | 0.2837 | 1.7264 | 5.7724 | 0.0159 | 0.0218 | 0.7778 | 0.0214 | 0.2261 | 1451.1585 |
| 2031 | 0.2720 | 1.7153 | 5.7125 | 0.0158 | 0.0216 | 0.7776 | 0.0212 | 0.2259 | 1435.6451 |
| 2032 | 0.2631 | 1.7124 | 5.6849 | 0.0157 | 0.0216 | 0.7804 | 0.0211 | 0.2266 | 1427.3425 |
| 2033 | 0.2522 | 1.6918 | 5.5990 | 0.0154 | 0.0213 | 0.7743 | 0.0208 | 0.2248 | 1404.3517 |
| 2034 | 0.2444 | 1.6845 | 5.5616 | 0.0153 | 0.0211 | 0.7742 | 0.0207 | 0.2247 | 1393.5182 |
| 2035 | 0.7197 | 1.6762 | 5.5932 | 0.0154 | 0.0192 | 0.7869 | 0.0188 | 0.2266 | 1399.5882 |
| 2036 | 5.0547 | 1.2345 | 4.4454 | 0.0122 | 0.0145 | 0.6780 | 0.0142 | 0.1933 | 1104.7516 |
| 2037 | 0.7832 | 0.0047 | 0.0719 | 0.0002 | 0.0001 | 0.0192 | 0.0001 | 0.0052 | 16.6809 |
| Phase 2 Single-family Residential | 9.1254 | 18.0072 | 68.8084 | 0.1743 | 0.2611 | 10.3169 | 0.2567 | 3.1752 | 15853.9201 |

07 - Phase 2 Commercial

| | | | | | | | | | |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 2026 | 0.0992 | 1.2390 | 2.0723 | 0.0041 | 0.0088 | 0.1897 | 0.0088 | 0.0754 | 370.2396 |
| 2027 | 0.1190 | 0.5161 | 0.8584 | 0.0016 | 0.0035 | 0.0453 | 0.0034 | 0.0148 | 146.6391 |
| Phase 2 Commercial | 0.2182 | 1.7551 | 2.9307 | 0.0057 | 0.0123 | 0.2350 | 0.0122 | 0.0902 | 516.8787 |

08 - Phase 2 Basin

| | | | | | | | | | |
|----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 2026 | 0.0313 | 0.4556 | 0.8512 | 0.0014 | 0.0023 | 0.1135 | 0.0023 | 0.0510 | 124.5251 |
| Phase 2 Basin | 0.0313 | 0.4556 | 0.8512 | 0.0014 | 0.0023 | 0.1135 | 0.0023 | 0.0510 | 124.5251 |

| | | | | | | | | | |
|---|--------------|--------------|---------------|-------------|-------------|--------------|-------------|-------------|-----------------|
| Highest Emissions Any Individual Project in Any Year | 5.05 | 3.27 | 12.94 | 0.03 | 0.05 | 1.90 | 0.05 | 0.67 | 2332.16 |
| Grand Total for All Construction Activities | 23.92 | 60.19 | 169.98 | 0.43 | 0.68 | 26.29 | 0.67 | 8.16 | 39121.06 |
| Average Annual Construction Emissions (15 Years) | 1.59 | 4.01 | 11.33 | 0.03 | 0.05 | 1.75 | 0.04 | 0.54 | 2608.07 |

| | | Tons per Year (Unmitigated) | | | | | | | | |
|---|------|-----------------------------|----------------|-----------------|---------------|-----------------|----------------|------------------|----------------|-------------------|
| | | ROG | NOX | CO | SO2 | Exhaust PM10 | Total PM10 | Exhaust PM2.5 | Total PM2.5 | MTCO2e |
| | 2022 | 0.0496 | 0.6271 | 1.7711 | 0.0031 | 0.0050 | 0.5038 | 0.0050 | 0.2400 | 276.1601 |
| | 2023 | 0.6901 | 3.7689 | 16.5487 | 0.0314 | 0.0681 | 1.5593 | 0.0676 | 0.5672 | 2812.1923 |
| | 2024 | 1.8921 | 3.1621 | 11.7927 | 0.0229 | 0.0505 | 1.1324 | 0.0501 | 0.3664 | 2057.8073 |
| | 2025 | 0.6987 | 5.5085 | 13.8924 | 0.0302 | 0.0608 | 1.2785 | 0.0600 | 0.4201 | 2749.2759 |
| | 2026 | 1.5713 | 7.4497 | 17.7178 | 0.0373 | 0.0728 | 2.2022 | 0.0720 | 0.8316 | 3387.3312 |
| | 2027 | 4.2629 | 6.7972 | 22.5481 | 0.0524 | 0.0884 | 3.5421 | 0.0871 | 1.1459 | 4790.8411 |
| | 2028 | 1.3649 | 5.5421 | 16.6495 | 0.0442 | 0.0685 | 3.0308 | 0.0672 | 0.9118 | 4078.9103 |
| | 2029 | 0.8067 | 5.1260 | 12.4249 | 0.0364 | 0.0563 | 2.7263 | 0.0550 | 0.7442 | 3386.7827 |
| | 2030 | 0.7260 | 4.9374 | 11.2316 | 0.0355 | 0.0438 | 2.2977 | 0.0426 | 0.6514 | 3285.4747 |
| | 2031 | 0.6900 | 4.9051 | 11.0471 | 0.0351 | 0.0432 | 2.2972 | 0.0421 | 0.6509 | 3241.2405 |
| | 2032 | 0.6620 | 4.8966 | 10.9365 | 0.0348 | 0.0430 | 2.3055 | 0.0418 | 0.6530 | 3214.3069 |
| | 2033 | 3.5503 | 2.8665 | 7.7351 | 0.0211 | 0.0276 | 1.1469 | 0.0269 | 0.3294 | 1922.6969 |
| | 2034 | 0.3959 | 1.6877 | 5.5748 | 0.0153 | 0.0211 | 0.7790 | 0.0207 | 0.2260 | 1397.0219 |
| | 2035 | 0.7197 | 1.6762 | 5.5932 | 0.0154 | 0.0192 | 0.7869 | 0.0188 | 0.2266 | 1399.5882 |
| | 2036 | 5.0547 | 1.2345 | 4.4454 | 0.0122 | 0.0145 | 0.6780 | 0.0142 | 0.1933 | 1104.7516 |
| | 2037 | 0.7832 | 0.0047 | 0.0719 | 0.0002 | 0.0001 | 0.0192 | 0.0001 | 0.0052 | 16.6809 |
| Total | | 23.9181 | 60.1903 | 169.9808 | 0.4275 | 0.6829 | 26.2858 | 0.6712 | 8.1630 | 39121.0625 |
| <i>Total (checking)</i> | | <i>23.9181</i> | <i>60.1903</i> | <i>169.9808</i> | <i>0.4275</i> | <i>0.6829</i> | <i>26.2858</i> | <i>0.6712</i> | <i>8.1630</i> | <i>39121.0625</i> |
| Highest Annual Emissions | | 5.0547 | 7.4497 | 22.5481 | 0.0524 | 0.0884 | 3.5421 | 0.0871 | 1.1459 | 4790.8411 |
| Year | | 2036 | 2026 | 2027 | 2027 | 2027 | 2027 | 2027 | 2027 | 2027 |
| Significance threshold (tons/year) | | 10 | 10 | 100 | | — | 15 | — | 15 | — |

Emission Summary—On-site Daily Construction Emissions

| Construction Emissions (Maximum Daily) | Pounds per Day (Winter) | | | | | Total | Total |
|---|-------------------------|----------------|----------------|---------------|----------------|---------------|-------|
| | ROG | NOX | CO | SO2 | PM10 | PM2.5 | |
| 01 - Phase 1 Tier 1 Multifamily Residential | | | | | | | |
| 2022 | 3.6577 | 38.8678 | 29.2054 | 0.0622 | 10.4657 | 6.0318 | |
| 2023 | 2.0956 | 15.4265 | 19.2726 | 0.0301 | 0.8583 | 0.7041 | |
| 2024 | 78.9327 | 14.4617 | 19.0718 | 0.0301 | 0.7718 | 0.6224 | |
| Phase 1 Tier 1 Multifamily Residential Maximum Daily | 78.9327 | 38.8678 | 29.2054 | 0.0622 | 10.4657 | 6.0318 | |
| 02 - Phase 1 Tier 2 Multifamily Residential | | | | | | | |
| 2024 | 3.2456 | 32.4022 | 27.8749 | 0.0622 | 10.0828 | 5.6793 | |
| 2025 | 2.9264 | 27.9669 | 26.4763 | 0.0622 | 5.2807 | 2.6869 | |
| 2026 | 74.3587 | 12.9546 | 17.4621 | 0.0284 | 0.6090 | 0.5196 | |
| Phase 1 Tier 2 Multifamily Maximum Daily | 74.3587 | 32.4022 | 27.8749 | 0.0622 | 10.0828 | 5.6793 | |
| 03 - Phase 1 Single-family Residential | | | | | | | |
| 2022 | 3.1995 | 33.1005 | 19.8419 | 0.0381 | 10.4654 | 6.0317 | |
| 2023 | 8.9207 | 83.8060 | 88.0550 | 0.1592 | 12.6016 | 7.9500 | |
| 2024 | 7.4605 | 68.9151 | 72.6880 | 0.1361 | 7.2225 | 4.4263 | |
| 2025 | 3.9148 | 33.9510 | 44.5193 | 0.0739 | 1.5124 | 1.3396 | |
| 2026 | 3.8907 | 33.9345 | 44.4415 | 0.0738 | 1.5123 | 1.3395 | |
| 2027 | 29.9420 | 35.0892 | 46.4669 | 0.0769 | 1.5819 | 1.3960 | |
| 2028 | 26.0687 | 1.1676 | 2.0845 | 0.0032 | 0.0697 | 0.0565 | |
| Phase 1 Single-family Residential Maximum Daily | 29.9420 | 83.8060 | 88.0550 | 0.1592 | 12.6016 | 7.9500 | |
| 04 - Phase 1 Commercial/Mixed Use | | | | | | | |
| 2024 | 2.6858 | 27.2037 | 18.4762 | 0.0382 | 10.0825 | 5.6792 | |
| 2025 | 2.4956 | 25.2605 | 21.5885 | 0.0382 | 9.9399 | 5.5481 | |
| 2026 | 2.7591 | 15.8154 | 21.4120 | 0.0349 | 0.8334 | 0.5865 | |
| 2027 | 37.8803 | 8.6565 | 14.7165 | 0.0230 | 0.4267 | 0.3874 | |
| Phase 1 Commercial Maximum Daily | 37.8803 | 27.2037 | 21.5885 | 0.0382 | 10.0825 | 5.6792 | |

Emission Summary—On-site Daily Construction Emissions (Continued)

Pounds per Day (Winter)

| Construction Emissions (Maximum Daily) | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 |
|--|----------------|----------------|----------------|---------------|----------------|----------------|
| 05 - Phase 2 Multifamily Residential | | | | | | |
| 2026 | 2.9239 | 27.9562 | 26.4628 | 0.0622 | 20.7510 | 11.1043 |
| 2027 | 2.9221 | 27.9554 | 26.4573 | 0.0622 | 10.3424 | 4.6964 |
| 2028 | 2.6889 | 17.4003 | 26.1221 | 0.0398 | 1.1516 | 0.6766 |
| 2029 | 2.5988 | 17.3475 | 25.8417 | 0.0395 | 1.1512 | 0.6762 |
| 2030 | 2.4582 | 12.7684 | 25.6774 | 0.0433 | 0.7713 | 0.3277 |
| 2031 | 2.3805 | 12.7327 | 25.4690 | 0.0430 | 0.7710 | 0.3273 |
| 2032 | 2.3138 | 12.7054 | 25.2902 | 0.0428 | 0.7706 | 0.3270 |
| 2033 | 60.4758 | 12.6869 | 25.1357 | 0.0427 | 0.7703 | 0.3329 |
| 2034 | 60.4649 | 0.9411 | 2.9925 | 0.0039 | 0.1143 | 0.0461 |
| Phase 2 Multifamily Residential Maximum Daily | 60.4758 | 27.9562 | 26.4628 | 0.0622 | 20.7510 | 11.1043 |
| 06 - Phase 2 Single-family Residential | | | | | | |
| 2026 | 2.4931 | 25.2455 | 18.0301 | 0.0382 | 9.9396 | 5.5479 |
| 2027 | 7.0695 | 62.5605 | 76.1179 | 0.1422 | 11.6563 | 6.9398 |
| 2028 | 7.0197 | 62.5292 | 75.9597 | 0.1420 | 6.9969 | 4.0784 |
| 2029 | 6.0429 | 53.8501 | 61.1099 | 0.1189 | 6.5701 | 3.6909 |
| 2030 | 2.9814 | 17.5647 | 34.6884 | 0.0639 | 0.5938 | 0.3657 |
| 2031 | 2.9441 | 17.5463 | 34.5879 | 0.0638 | 0.5936 | 0.3655 |
| 2032 | 2.9122 | 17.5324 | 34.5027 | 0.0637 | 0.5934 | 0.3653 |
| 2033 | 2.8835 | 17.5236 | 34.4300 | 0.0636 | 0.5933 | 0.3652 |
| 2034 | 2.8579 | 17.5168 | 34.3658 | 0.0635 | 0.5931 | 0.3650 |
| 2035 | 39.9478 | 16.8904 | 36.5888 | 0.0668 | 0.5418 | 0.2811 |
| 2036 | 39.9478 | 16.8904 | 36.5888 | 0.0668 | 0.5418 | 0.2811 |
| 2037 | 37.2814 | 0.7971 | 2.3516 | 0.0034 | 0.0547 | 0.0222 |
| Phase 2 Single-family Residential Maximum Daily | 39.9478 | 62.5605 | 76.1179 | 0.1422 | 11.6563 | 6.9398 |

Emission Summary—On-site Daily Construction Emissions (Continued)

Pounds per Day (Winter)

| Construction Emissions (Maximum Daily) | | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 |
|--|--|----------------------|-----------------------|-----------------------|----------------------|----------------------|----------------------|
| 07 - Phase 2 Commercial | | | | | | | |
| | 2026 | 2.4944 | 25.2753 | 18.0525 | 0.0382 | 9.9403 | 5.5482 |
| | 2027 | 7.5254 | 13.2154 | 17.2609 | 0.0287 | 0.5971 | 0.5167 |
| | <i>Phase 2 Commercial Maximum Daily</i> | <i>7.5254</i> | <i>25.2753</i> | <i>18.0525</i> | <i>0.0382</i> | <i>9.9403</i> | <i>5.5482</i> |
| 08 - Phase 2 Basin | | | | | | | |
| | 2026 | 2.9243 | 27.9659 | 26.4701 | 0.0622 | 9.9403 | 5.5482 |
| | <i>Phase 2 Basin Maximum Daily</i> | <i>2.9243</i> | <i>27.9659</i> | <i>26.4701</i> | <i>0.0622</i> | <i>9.9403</i> | <i>5.5482</i> |
| Highest Phase Emissions | | 78.9327 | 83.8060 | 88.0550 | 0.1592 | 20.7510 | 11.1043 |

Emission Summary—On-site Daily Operational Emissions

| Operational Emissions (Unmitigated) | Pounds per Day (Winter) | | | | | Total PM10 | Total PM2.5 |
|---|-------------------------|--------------|---------------|-------------|-------------|---------------|----------------|
| | ROG | NOX | CO | SO2 | | | |
| 01 - Phase 1 Tier 1 Multifamily Residential | | | | | | | |
| Area | 9.43 | 4.43 | 37.73 | 0.03 | 0.52 | 0.52 | |
| Energy | 0.21 | 1.79 | 0.76 | 0.01 | 0.14 | 0.14 | |
| Mobile | 3.90 | 3.29 | 20.75 | 0.01 | 1.11 | 0.31 | |
| <i>Phase 1 Tier 1 Multifamily Residential Maximum Daily</i> | 13.54 | 9.52 | 59.25 | 0.05 | 1.78 | 0.98 | |
| 02 - Phase 1 Tier 2 Multifamily Residential | | | | | | | |
| Area | 5.08 | 2.39 | 20.31 | 0.01 | 0.28 | 0.28 | |
| Energy | 0.10 | 0.86 | 0.36 | 0.01 | 0.07 | 0.07 | |
| Mobile | 1.80 | 1.59 | 10.26 | 0.01 | 0.59 | 0.16 | |
| <i>Phase 1 Tier 2 Multifamily Maximum Daily</i> | 6.98 | 4.83 | 30.93 | 0.03 | 0.95 | 0.52 | |
| 03 - Phase 1 Single-family Residential | | | | | | | |
| Area | 18.06 | 5.08 | 43.28 | 0.03 | 0.60 | 0.60 | |
| Energy | 0.35 | 3.03 | 1.29 | 0.02 | 0.25 | 0.25 | |
| Mobile | 4.40 | 4.05 | 26.77 | 0.02 | 1.68 | 0.46 | |
| <i>Phase 1 Single-family Residential Maximum Daily</i> | 22.82 | 12.16 | 71.34 | 0.07 | 2.52 | 1.31 | |
| 04 - Phase 1 Commercial/Mixed Use | | | | | | | |
| Area | 3.79 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | |
| Energy | 0.03 | 0.29 | 0.24 | 0.00 | 0.02 | 0.02 | |
| Mobile | 27.25 | 21.71 | 146.61 | 0.10 | 7.42 | 2.07 | |
| <i>Phase 1 Commercial Maximum Daily</i> | 31.07 | 22.00 | 146.87 | 0.10 | 7.44 | 2.09 | |

Emission Summary—On-site Daily Operational Emissions (Continued)

Pounds per Day (Winter)

| Operational Emissions (Unmitigated) | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 |
|--|--------------|--------------|---------------|-------------|-------------|-------------|
| 05 - Phase 2 Multifamily Residential | | | | | | |
| Area | 21.73 | 10.00 | 84.98 | 0.06 | 1.18 | 1.18 |
| Energy | 0.38 | 3.26 | 1.39 | 0.02 | 0.26 | 0.26 |
| Mobile | 4.35 | 5.20 | 33.85 | 0.03 | 2.48 | 0.68 |
| <i>Phase 2 Multifamily Residential Maximum Daily</i> | 26.46 | 18.45 | 120.21 | 0.11 | 3.93 | 2.13 |
| 06 - Phase 2 Single-family Residential | | | | | | |
| Area | 38.87 | 10.94 | 92.94 | 0.07 | 1.30 | 1.30 |
| Energy | 0.76 | 6.52 | 2.78 | 0.04 | 0.53 | 0.53 |
| Mobile | 6.00 | 7.90 | 48.50 | 0.04 | 3.60 | 0.98 |
| <i>Phase 2 Single-family Residential Maximum Daily</i> | 45.63 | 25.36 | 144.21 | 0.15 | 5.42 | 2.81 |
| 07 - Phase 2 Commercial | | | | | | |
| Area | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| Mobile | 1.16 | 0.95 | 6.52 | 0.00 | 0.36 | 0.10 |
| <i>Phase 2 Commercial Maximum Daily</i> | 1.43 | 0.97 | 6.54 | 0.00 | 0.36 | 0.10 |
| 08 - Phase 2 Basin | | | | | | |
| Area | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mobile | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| <i>Phase 2 Basin Maximum Daily</i> | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Highest Phase Emissions | 45.63 | 25.36 | 146.87 | 0.15 | 7.44 | 2.81 |
| Phase 1 Maximum | 31.07 | 22.00 | 146.87 | 0.10 | 7.44 | 2.09 |
| Phase 2 Maximum | 45.63 | 25.36 | 144.21 | 0.15 | 5.42 | 2.81 |

Greenhouse Gas Emission Summary

Construction GHG Emissions

| | Tons/Year |
|---|------------------------|
| Summary by Project Phase (Total Project) | CO2e |
| Phase 1 Tier 1 Multifamily Residential Total | 1,420.67 |
| Phase 1 Tier 2 Multifamily Residential Total | 708.53 |
| Phase 1 Single-family Residential | 6,671.01 |
| Phase 1 Commercial Total | 2,196.24 |
| Phase 2 Multifamily Residential Total | 11,629.29 |
| Phase 2 Single-family Residential | 15,853.92 |
| Phase 2 Commercial | 516.88 |
| Phase 2 Basin | 124.53 |
| Total | 39,121.07 |
| <i>Amortized over 30 years</i> | <i>1,304.04</i> |

| | Tons/Year |
|--|----------------------|
| Summary by Project Phase (Phase 1) | CO2e |
| Phase 1 Tier 1 Multifamily Residential Total | 1,420.67 |
| Phase 1 Tier 2 Multifamily Residential Total | 708.53 |
| Phase 1 Single-family Residential | 6,671.01 |
| Phase 1 Commercial Total | 2,196.24 |
| Total | 10,996.45 |
| <i>Amortized over 30 years</i> | <i>366.55</i> |

| | Tons/Year |
|---|----------------------|
| Summary by Project Phase (Phase 2) | CO2e |
| Phase 2 Multifamily Residential Total | 11,629.29 |
| Phase 2 Single-family Residential | 15,853.92 |
| Phase 2 Commercial | 516.88 |
| Phase 2 Basin | 124.53 |
| Total | 28,124.62 |
| <i>Amortized over 30 years</i> | <i>937.49</i> |

Greenhouse Gas Emission Summary (Continued)

Operational GHG Emissions

Total at Buildout Operational GHG from Phase 1

| | BAU MTCO ₂ e per Year | 2028 MTCO ₂ e/ year | Reduction Fraction | | |
|--|--|--------------------------------------|-----------------------|-------|-------|
| Area | 529.87 | 529.64 | 0.04% | | |
| Energy | 3,268.38 | 2,873.30 | 12.1% | | |
| Mobile | 32,681.55 | 22,351.67 | 31.6% | | |
| Waste | 780.10 | 624.53 | 19.9% | | |
| Water | 249.80 | 199.84 | 20.0% | | |
| Total | 37,509.70 | 26,578.98 | 29.1% | | |
| Amortized Phase 1 Construction | 366.55 | 366.55 | 0.0% | | |
| Total with Amortized Construction | 37,876.25 | 26,945.53 | 28.9% | | |
| Reduction from BAU | | 10,930.72 | | | |
| Thresholds | | 21.7% | 29.0% | 30.0% | 15.0% |
| Difference | | 7.2% | -0.1% | -1.1% | 13.9% |

Total at Buildout Operational GHG from Phase 2

| | BAU | 2037 | Reduction | | |
|--|------------------|------------------|------------------|-------|-------|
| | MTCO2e | MTCO2e/ | Fraction | | |
| | per Year | year | | | |
| Area | 932.67 | 932.02 | 0.07% | | |
| Energy | 5,003.42 | 4,058.42 | 18.9% | | |
| Mobile | 22,327.63 | 12,228.39 | 45.2% | | |
| Waste | 797.68 | 558.38 | 30.0% | | |
| Water | 380.68 | 275.66 | 27.6% | | |
| Total | 29,442.07 | 18,052.87 | 38.7% | | |
| Amortized Phase 2 Construction | 937.49 | 937.49 | 0.0% | | |
| Total with Amortized Construction | 30,379.56 | 18,990.36 | 37.5% | | |
| Reduction from BAU | | 11,389.20 | | | |
| Thresholds | | 21.7% | 29.0% | 30.0% | 15.0% |
| Difference | | 15.8% | 8.5% | 7.5% | 22.5% |

Total Operational GHG from Phases 1 and 2 (Buildout Scenarios Combined)

| | BAU | Buildout | Reduction | | |
|--|------------------|------------------|------------------|-------|-------|
| | MTCO2e | MTCO2e/ | Fraction | | |
| | per Year | year | | | |
| Area | 1,462.54 | 1,461.66 | 0.06% | | |
| Energy | 8,271.80 | 6,931.72 | 16.2% | | |
| Mobile | 55,009.18 | 34,580.06 | 37.1% | | |
| Waste | 1,577.78 | 1,182.91 | 25.0% | | |
| Water | 630.47 | 475.50 | 24.6% | | |
| Total | 66,951.78 | 44,631.85 | 33.3% | | |
| Amortized Total Project Construction | 1,304.04 | 1,304.04 | 0.0% | | |
| Total with Amortized Construction | 68,255.81 | 45,935.89 | 32.7% | | |
| Reduction from BAU | | 22,319.92 | | | |
| Thresholds | | 21.7% | 29.0% | 30.0% | 15.0% |
| Difference | | 11.0% | 3.7% | 2.7% | 17.7% |

Operational GHG Emissions in 2030 Target Year—Phase 1

| | BAU | 2030 | Reduction | |
|--|------------------|------------------|--------------|-------|
| | MTCO2e | MTCO2e/ | Fraction | |
| Area | per Year | year | | |
| Area | 530.01 | 529.64 | 0.07% | |
| Energy | 3,268.38 | 1,992.44 | 39.0% | |
| Mobile | 32,641.45 | 18,285.24 | 44.0% | |
| Waste | 780.10 | 546.07 | 30.0% | |
| Water | 249.80 | 181.11 | 27.5% | |
| Total | 37,469.74 | 21,534.51 | 42.5% | |
| Amortized Phase 1 Construction | 366.55 | 366.55 | 0.0% | |
| Total with Amortized Construction | 37,836.29 | 21,901.06 | 42.1% | |
| Reduction from BAU | | 15,935.23 | | |
| Thresholds | | 21.7% | 29.0% | 30.0% |
| Difference | | 20.4% | 13.1% | 12.1% |

Operational GHG Emissions in 2030 Target Year—Phase 2

| | BAU | 2030 | Reduction | |
|--|------------------|------------------|--------------|-------|
| | MTCO2e | MTCO2e/ | Fraction | |
| Area | per Year | year | | |
| Area | 932.6652 | 932.02 | 0.07% | |
| Energy | 5003.418 | 2,800.81 | 44.0% | |
| Mobile | 21983.292 | 12,096.15 | 45.0% | |
| Waste | 797.6823 | 558.38 | 30.0% | |
| Water | 380.6753 | 275.50 | 27.6% | |
| Total | 29,097.73 | 16,662.86 | 42.7% | |
| Amortized Phase 2 Construction | 937.49 | 937.49 | 0.0% | |
| Total with Amortized Construction | 30,035.22 | 17,600.34 | 41.4% | |
| Reduction from BAU | | 12,434.88 | | |
| Thresholds | | 21.7% | 29% | 30.0% |
| Difference | | 19.7% | 12.4% | 11.4% |

Total Operational GHG from Phases 1 and 2 - 2030 Operational Year Scenario

| | BAU | 2030 | | |
|--|------------------|------------------|------------------|-------|
| | MTCO2e | MTCO2e/ | Reduction | |
| | per Year | year | Fraction | |
| Area | 1,462.67 | 1,461.66 | 0.07% | |
| Energy | 8,271.80 | 4,793.25 | 42.1% | |
| Mobile | 54,624.74 | 30,381.39 | 44.4% | |
| Waste | 1,577.78 | 1,104.45 | 30.0% | |
| Water | 630.47 | 456.61 | 27.6% | |
| Total | 66,567.47 | 38,197.36 | 42.6% | |
| Amortized Total Project Construction | 1,304.04 | 1,304.04 | 0.0% | |
| Total with Amortized Construction | 67,871.51 | 39,501.40 | 41.8% | |
| Reduction from BAU | | 28,370.11 | | |
| Thresholds | | 21.7% | 29.0% | 30.0% |
| Difference | | 20.1% | 12.8% | 11.8% |

Modeling Assumptions and Results

CalEEMod Output

Phase 1 Tier 1 Multifamily Residential - Unmitigated Construction and 2024 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Tier 1 Multifamily Residential - Unmitigated Construction and 2024 Operations

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 0.80 | Acre | 0.80 | 34,848.00 | 0 |
| Apartment Low Rise | 440.00 | Dwelling Unit | 28.50 | 440,000.00 | 1258 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2024 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Tier 1 Multifamily Residential
 Multifamily Housing (Low Rise)/High Density Residential

Land Use - Phase 1 Tier 1 Multifamily Residential
 High Density Residential/Multifamily Housing (Low Rise)

Construction Phase - No demolition
 Default construction schedule

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
 Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Project-specific trip rates
 Multifamily Housing (Low Rise) ADT: 6.455/DU

Vehicle Emission Factors -

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Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2024 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-------------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.51 | 0.53 |
| tblFleetMix | LDT1 | 0.05 | 0.21 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 9.0000e-004 |
| tblFleetMix | LHD2 | 7.9960e-003 | 9.0000e-004 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.17 | 0.06 |
| tblFleetMix | MH | 3.5920e-003 | 2.0000e-003 |
| tblFleetMix | MHD | 0.01 | 8.0000e-003 |

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| | | | |
|-----------------|-------------------|-------------|-------------|
| tblFleetMix | OBUS | 6.3600e-004 | 0.00 |
| tblFleetMix | SBUS | 1.4650e-003 | 2.0000e-004 |
| tblFleetMix | UBUS | 4.7100e-004 | 4.3000e-003 |
| tblLandUse | LotAcreage | 27.50 | 28.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 1 Tier 1 Multifamily Residential - Unmitigated Construction and 2024 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.1157 | 1.2089 | 0.8698 | 1.8300e-003 | 0.4089 | 0.0530 | 0.4619 | 0.1846 | 0.0487 | 0.2334 | 0.0000 | 161.1508 | 161.1508 | 0.0507 | 2.8000e-004 | 162.5010 |
| 2023 | 0.3625 | 2.2866 | 3.3756 | 7.8700e-003 | 0.3884 | 0.0947 | 0.4831 | 0.1043 | 0.0891 | 0.1935 | 0.0000 | 707.7955 | 707.7955 | 0.0817 | 0.0290 | 718.4798 |
| 2024 | 1.6348 | 1.6845 | 2.5861 | 5.9300e-003 | 0.2808 | 0.0671 | 0.3479 | 0.0754 | 0.0630 | 0.1384 | 0.0000 | 532.0817 | 532.0817 | 0.0674 | 0.0199 | 539.6916 |
| Maximum | 1.6348 | 2.2866 | 3.3756 | 7.8700e-003 | 0.4089 | 0.0947 | 0.4831 | 0.1846 | 0.0891 | 0.2334 | 0.0000 | 707.7955 | 707.7955 | 0.0817 | 0.0290 | 718.4798 |

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.1157 | 1.2089 | 0.8698 | 1.8300e-003 | 0.1869 | 0.0530 | 0.2399 | 0.0839 | 0.0487 | 0.1326 | 0.0000 | 161.1506 | 161.1506 | 0.0507 | 2.8000e-004 | 162.5009 |
| 2023 | 0.3625 | 2.2866 | 3.3756 | 7.8700e-003 | 0.3884 | 0.0947 | 0.4831 | 0.1043 | 0.0891 | 0.1935 | 0.0000 | 707.7951 | 707.7951 | 0.0817 | 0.0290 | 718.4794 |
| 2024 | 1.6348 | 1.6844 | 2.5861 | 5.9300e-003 | 0.2808 | 0.0671 | 0.3479 | 0.0754 | 0.0630 | 0.1384 | 0.0000 | 532.0815 | 532.0815 | 0.0674 | 0.0199 | 539.6913 |
| Maximum | 1.6348 | 2.2866 | 3.3756 | 7.8700e-003 | 0.3884 | 0.0947 | 0.4831 | 0.1043 | 0.0891 | 0.1935 | 0.0000 | 707.7951 | 707.7951 | 0.0817 | 0.0290 | 718.4794 |

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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 |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 20.59 | 0.00 | 17.17 | 27.66 | 0.00 | 17.83 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 10-1-2022 | 12-31-2022 | 1.3330 | 1.3330 |
| 2 | 1-1-2023 | 3-31-2023 | 0.6601 | 0.6601 |
| 3 | 4-1-2023 | 6-30-2023 | 0.6634 | 0.6634 |
| 4 | 7-1-2023 | 9-30-2023 | 0.6707 | 0.6707 |
| 5 | 10-1-2023 | 12-31-2023 | 0.6748 | 0.6748 |
| 6 | 1-1-2024 | 3-31-2024 | 0.6268 | 0.6268 |
| 7 | 4-1-2024 | 6-30-2024 | 0.6228 | 0.6228 |
| 8 | 7-1-2024 | 9-30-2024 | 0.5581 | 0.5581 |
| | | Highest | 1.3330 | 1.3330 |

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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 | 1.5563 | 0.2022 | 3.3357 | 1.2200e-003 | | 0.0314 | 0.0314 | | 0.0314 | 0.0314 | 0.0000 | 195.9479 | 195.9479 | 8.7700e-003 | 3.4900e-003 | 197.2087 |
| Energy | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 700.1710 | 700.1710 | 0.0344 | 0.0102 | 704.0796 |
| Mobile | 0.9518 | 1.7152 | 10.5103 | 0.0280 | 2.9720 | 0.0212 | 2.9932 | 0.7925 | 0.0198 | 0.8122 | 0.0000 | 2,604.8110 | 2,604.8110 | 0.1515 | 0.1330 | 2,648.2198 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 41.0996 | 0.0000 | 41.0996 | 2.4289 | 0.0000 | 101.8225 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 9.0950 | 39.3199 | 48.4149 | 0.9375 | 0.0225 | 78.5442 |
| Total | 2.5464 | 2.2442 | 13.9851 | 0.0313 | 2.9720 | 0.0790 | 3.0510 | 0.7925 | 0.0776 | 0.8700 | 50.1945 | 3,540.2498 | 3,590.4443 | 3.5610 | 0.1691 | 3,729.8748 |

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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 | 1.5549 | 0.2020 | 3.3122 | 1.2200e-003 | | 0.0313 | 0.0313 | | 0.0313 | 0.0313 | 0.0000 | 195.8999 | 195.8999 | 8.7000e-003 | 3.4900e-003 | 197.1588 |
| Energy | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 700.1710 | 700.1710 | 0.0344 | 0.0102 | 704.0796 |
| Mobile | 0.9518 | 1.7152 | 10.5103 | 0.0280 | 2.9720 | 0.0212 | 2.9932 | 0.7925 | 0.0198 | 0.8122 | 0.0000 | 2,604.8110 | 2,604.8110 | 0.1515 | 0.1330 | 2,648.2198 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 28.7697 | 0.0000 | 28.7697 | 1.7002 | 0.0000 | 71.2757 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 7.2760 | 31.4559 | 38.7319 | 0.7500 | 0.0180 | 62.8354 |
| Total | 2.5450 | 2.2440 | 13.9616 | 0.0313 | 2.9720 | 0.0789 | 3.0509 | 0.7925 | 0.0774 | 0.8699 | 36.0457 | 3,532.3377 | 3,568.3834 | 2.6448 | 0.1647 | 3,683.5693 |

| | 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 | 0.05 | 0.01 | 0.17 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.18 | 0.02 | 28.19 | 0.22 | 0.61 | 25.73 | 2.65 | 1.24 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2022 | 10/28/2022 | 5 | 20 | |
| 2 | Grading | Grading | 10/29/2022 | 12/30/2022 | 5 | 45 | |
| 3 | Building Construction | Building Construction | 12/31/2022 | 9/6/2024 | 5 | 440 | |

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| | | | | | | |
|---|-----------------------|-----------------------|------------|------------|---|----|
| 4 | Paving | Paving | 9/7/2024 | 10/25/2024 | 5 | 35 |
| 5 | Architectural Coating | Architectural Coating | 10/26/2024 | 12/13/2024 | 5 | 35 |

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 0

Residential Indoor: 891,000; Residential Outdoor: 297,000; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 331.00 | 53.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 66.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 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 | | | | | |
| Fugitive Dust | | | | | 0.1966 | 0.0000 | 0.1966 | 0.1010 | 0.0000 | 0.1010 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0317 | 0.3308 | 0.1970 | 3.8000e-004 | | 0.0161 | 0.0161 | | 0.0148 | 0.0148 | 0.0000 | 33.4394 | 33.4394 | 0.0108 | 0.0000 | 33.7098 |
| Total | 0.0317 | 0.3308 | 0.1970 | 3.8000e-004 | 0.1966 | 0.0161 | 0.2127 | 0.1010 | 0.0148 | 0.1159 | 0.0000 | 33.4394 | 33.4394 | 0.0108 | 0.0000 | 33.7098 |

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3.2 Site Preparation - 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 | 3.0000e-005 | 1.0900e-003 | 2.1000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.4153 | 0.4153 | 0.0000 | 7.0000e-005 | 0.4349 |
| 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 | 6.9000e-004 | 5.1000e-004 | 5.4100e-003 | 1.0000e-005 | 1.4300e-003 | 1.0000e-005 | 1.4400e-003 | 3.8000e-004 | 1.0000e-005 | 3.9000e-004 | 0.0000 | 1.1767 | 1.1767 | 4.0000e-005 | 4.0000e-005 | 1.1898 |
| Total | 7.2000e-004 | 1.6000e-003 | 5.6200e-003 | 1.0000e-005 | 1.5500e-003 | 2.0000e-005 | 1.5700e-003 | 4.1000e-004 | 2.0000e-005 | 4.3000e-004 | 0.0000 | 1.5921 | 1.5921 | 4.0000e-005 | 1.1000e-004 | 1.6247 |

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 | | | | | 0.0885 | 0.0000 | 0.0885 | 0.0455 | 0.0000 | 0.0455 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0317 | 0.3308 | 0.1970 | 3.8000e-004 | | 0.0161 | 0.0161 | | 0.0148 | 0.0148 | 0.0000 | 33.4394 | 33.4394 | 0.0108 | 0.0000 | 33.7097 |
| Total | 0.0317 | 0.3308 | 0.1970 | 3.8000e-004 | 0.0885 | 0.0161 | 0.1046 | 0.0455 | 0.0148 | 0.0603 | 0.0000 | 33.4394 | 33.4394 | 0.0108 | 0.0000 | 33.7097 |

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3.2 Site Preparation - 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 | 3.0000e-005 | 1.0900e-003 | 2.1000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.4153 | 0.4153 | 0.0000 | 7.0000e-005 | 0.4349 |
| 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 | 6.9000e-004 | 5.1000e-004 | 5.4100e-003 | 1.0000e-005 | 1.4300e-003 | 1.0000e-005 | 1.4400e-003 | 3.8000e-004 | 1.0000e-005 | 3.9000e-004 | 0.0000 | 1.1767 | 1.1767 | 4.0000e-005 | 4.0000e-005 | 1.1898 |
| Total | 7.2000e-004 | 1.6000e-003 | 5.6200e-003 | 1.0000e-005 | 1.5500e-003 | 2.0000e-005 | 1.5700e-003 | 4.1000e-004 | 2.0000e-005 | 4.3000e-004 | 0.0000 | 1.5921 | 1.5921 | 4.0000e-005 | 1.1000e-004 | 1.6247 |

3.3 Grading - 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 | | | | | |
| Fugitive Dust | | | | | 0.2071 | 0.0000 | 0.2071 | 0.0822 | 0.0000 | 0.0822 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0816 | 0.8740 | 0.6534 | 1.4000e-003 | | 0.0368 | 0.0368 | | 0.0338 | 0.0338 | 0.0000 | 122.7029 | 122.7029 | 0.0397 | 0.0000 | 123.6950 |
| Total | 0.0816 | 0.8740 | 0.6534 | 1.4000e-003 | 0.2071 | 0.0368 | 0.2439 | 0.0822 | 0.0338 | 0.1161 | 0.0000 | 122.7029 | 122.7029 | 0.0397 | 0.0000 | 123.6950 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 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 | 3.0000e-005 | 1.2400e-003 | 2.3000e-004 | 0.0000 | 1.4000e-004 | 1.0000e-005 | 1.5000e-004 | 4.0000e-005 | 1.0000e-005 | 5.0000e-005 | 0.0000 | 0.4747 | 0.4747 | 0.0000 | 7.0000e-005 | 0.4970 |
| 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 | 1.7200e-003 | 1.2700e-003 | 0.0135 | 3.0000e-005 | 3.5800e-003 | 2.0000e-005 | 3.6000e-003 | 9.5000e-004 | 2.0000e-005 | 9.7000e-004 | 0.0000 | 2.9418 | 2.9418 | 1.1000e-004 | 1.0000e-004 | 2.9746 |
| Total | 1.7500e-003 | 2.5100e-003 | 0.0138 | 3.0000e-005 | 3.7200e-003 | 3.0000e-005 | 3.7500e-003 | 9.9000e-004 | 3.0000e-005 | 1.0200e-003 | 0.0000 | 3.4165 | 3.4165 | 1.1000e-004 | 1.7000e-004 | 3.4716 |

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 | | | | | 0.0932 | 0.0000 | 0.0932 | 0.0370 | 0.0000 | 0.0370 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0816 | 0.8740 | 0.6534 | 1.4000e-003 | | 0.0368 | 0.0368 | | 0.0338 | 0.0338 | 0.0000 | 122.7027 | 122.7027 | 0.0397 | 0.0000 | 123.6948 |
| Total | 0.0816 | 0.8740 | 0.6534 | 1.4000e-003 | 0.0932 | 0.0368 | 0.1300 | 0.0370 | 0.0338 | 0.0708 | 0.0000 | 122.7027 | 122.7027 | 0.0397 | 0.0000 | 123.6948 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 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 | 0.0000 | 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 |
| Total | 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 |

3.4 Building Construction - 2023

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 | 0.2045 | 1.8700 | 2.1117 | 3.5000e-003 | | 0.0910 | 0.0910 | | 0.0856 | 0.0856 | 0.0000 | 301.3462 | 301.3462 | 0.0717 | 0.0000 | 303.1383 |
| Total | 0.2045 | 1.8700 | 2.1117 | 3.5000e-003 | | 0.0910 | 0.0910 | | 0.0856 | 0.0856 | 0.0000 | 301.3462 | 301.3462 | 0.0717 | 0.0000 | 303.1383 |

Phase 1 Tier 1 Multifamily Residential - Unmitigated Construction and 2024 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

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 | 1.0000e-005 | 6.8000e-004 | 1.4000e-004 | 0.0000 | 9.0000e-005 | 1.0000e-005 | 1.0000e-004 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3026 | 0.3026 | 0.0000 | 5.0000e-005 | 0.3168 |
| Vendor | 7.7800e-003 | 0.3104 | 0.0937 | 1.4000e-003 | 0.0456 | 1.9800e-003 | 0.0475 | 0.0132 | 1.8900e-003 | 0.0151 | 0.0000 | 133.9297 | 133.9297 | 6.2000e-004 | 0.0201 | 139.9478 |
| Worker | 0.1503 | 0.1055 | 1.1701 | 2.9700e-003 | 0.3428 | 1.7800e-003 | 0.3445 | 0.0911 | 1.6400e-003 | 0.0928 | 0.0000 | 272.2170 | 272.2170 | 9.3500e-003 | 8.8100e-003 | 275.0768 |
| Total | 0.1581 | 0.4166 | 1.2639 | 4.3700e-003 | 0.3884 | 3.7700e-003 | 0.3922 | 0.1043 | 3.5400e-003 | 0.1079 | 0.0000 | 406.4493 | 406.4493 | 9.9700e-003 | 0.0290 | 415.3415 |

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 | 0.2045 | 1.8700 | 2.1117 | 3.5000e-003 | | 0.0910 | 0.0910 | | 0.0856 | 0.0856 | 0.0000 | 301.3458 | 301.3458 | 0.0717 | 0.0000 | 303.1380 |
| Total | 0.2045 | 1.8700 | 2.1117 | 3.5000e-003 | | 0.0910 | 0.0910 | | 0.0856 | 0.0856 | 0.0000 | 301.3458 | 301.3458 | 0.0717 | 0.0000 | 303.1380 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

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 | 1.0000e-005 | 6.8000e-004 | 1.4000e-004 | 0.0000 | 9.0000e-005 | 1.0000e-005 | 1.0000e-004 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3026 | 0.3026 | 0.0000 | 5.0000e-005 | 0.3168 |
| Vendor | 7.7800e-003 | 0.3104 | 0.0937 | 1.4000e-003 | 0.0456 | 1.9800e-003 | 0.0475 | 0.0132 | 1.8900e-003 | 0.0151 | 0.0000 | 133.9297 | 133.9297 | 6.2000e-004 | 0.0201 | 139.9478 |
| Worker | 0.1503 | 0.1055 | 1.1701 | 2.9700e-003 | 0.3428 | 1.7800e-003 | 0.3445 | 0.0911 | 1.6400e-003 | 0.0928 | 0.0000 | 272.2170 | 272.2170 | 9.3500e-003 | 8.8100e-003 | 275.0768 |
| Total | 0.1581 | 0.4166 | 1.2639 | 4.3700e-003 | 0.3884 | 3.7700e-003 | 0.3922 | 0.1043 | 3.5400e-003 | 0.1079 | 0.0000 | 406.4493 | 406.4493 | 9.9700e-003 | 0.0290 | 415.3415 |

3.4 Building Construction - 2024

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 | 0.1324 | 1.2099 | 1.4550 | 2.4300e-003 | | 0.0552 | 0.0552 | | 0.0519 | 0.0519 | 0.0000 | 208.6642 | 208.6642 | 0.0493 | 0.0000 | 209.8978 |
| Total | 0.1324 | 1.2099 | 1.4550 | 2.4300e-003 | | 0.0552 | 0.0552 | | 0.0519 | 0.0519 | 0.0000 | 208.6642 | 208.6642 | 0.0493 | 0.0000 | 209.8978 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

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 | 1.0000e-005 | 4.7000e-004 | 1.0000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2056 | 0.2056 | 0.0000 | 3.0000e-005 | 0.2153 |
| Vendor | 5.2300e-003 | 0.2149 | 0.0633 | 9.5000e-004 | 0.0315 | 1.3800e-003 | 0.0329 | 9.1200e-003 | 1.3200e-003 | 0.0104 | 0.0000 | 91.2906 | 91.2906 | 4.1000e-004 | 0.0137 | 95.3879 |
| Worker | 0.0955 | 0.0641 | 0.7436 | 1.9900e-003 | 0.2373 | 1.1600e-003 | 0.2385 | 0.0631 | 1.0700e-003 | 0.0642 | 0.0000 | 182.0152 | 182.0152 | 5.8000e-003 | 5.6000e-003 | 183.8301 |
| Total | 0.1007 | 0.2794 | 0.8070 | 2.9400e-003 | 0.2689 | 2.5400e-003 | 0.2714 | 0.0722 | 2.3900e-003 | 0.0746 | 0.0000 | 273.5115 | 273.5115 | 6.2100e-003 | 0.0193 | 279.4332 |

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 | 0.1324 | 1.2099 | 1.4550 | 2.4300e-003 | | 0.0552 | 0.0552 | | 0.0519 | 0.0519 | 0.0000 | 208.6640 | 208.6640 | 0.0493 | 0.0000 | 209.8975 |
| Total | 0.1324 | 1.2099 | 1.4550 | 2.4300e-003 | | 0.0552 | 0.0552 | | 0.0519 | 0.0519 | 0.0000 | 208.6640 | 208.6640 | 0.0493 | 0.0000 | 209.8975 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

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 | 1.0000e-005 | 4.7000e-004 | 1.0000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2056 | 0.2056 | 0.0000 | 3.0000e-005 | 0.2153 |
| Vendor | 5.2300e-003 | 0.2149 | 0.0633 | 9.5000e-004 | 0.0315 | 1.3800e-003 | 0.0329 | 9.1200e-003 | 1.3200e-003 | 0.0104 | 0.0000 | 91.2906 | 91.2906 | 4.1000e-004 | 0.0137 | 95.3879 |
| Worker | 0.0955 | 0.0641 | 0.7436 | 1.9900e-003 | 0.2373 | 1.1600e-003 | 0.2385 | 0.0631 | 1.0700e-003 | 0.0642 | 0.0000 | 182.0152 | 182.0152 | 5.8000e-003 | 5.6000e-003 | 183.8301 |
| Total | 0.1007 | 0.2794 | 0.8070 | 2.9400e-003 | 0.2689 | 2.5400e-003 | 0.2714 | 0.0722 | 2.3900e-003 | 0.0746 | 0.0000 | 273.5115 | 273.5115 | 6.2100e-003 | 0.0193 | 279.4332 |

3.5 Paving - 2024

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 | 0.0173 | 0.1667 | 0.2560 | 4.0000e-004 | | 8.2000e-003 | 8.2000e-003 | | 7.5400e-003 | 7.5400e-003 | 0.0000 | 35.0464 | 35.0464 | 0.0113 | 0.0000 | 35.3298 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0173 | 0.1667 | 0.2560 | 4.0000e-004 | | 8.2000e-003 | 8.2000e-003 | | 7.5400e-003 | 7.5400e-003 | 0.0000 | 35.0464 | 35.0464 | 0.0113 | 0.0000 | 35.3298 |

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3.5 Paving - 2024

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 | 1.0000e-005 | 7.6000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3351 | 0.3351 | 0.0000 | 5.0000e-005 | 0.3508 |
| Vendor | 8.0000e-005 | 3.1500e-003 | 9.3000e-004 | 1.0000e-005 | 4.6000e-004 | 2.0000e-005 | 4.8000e-004 | 1.3000e-004 | 2.0000e-005 | 1.5000e-004 | 0.0000 | 1.3397 | 1.3397 | 1.0000e-005 | 2.0000e-004 | 1.3998 |
| Worker | 8.4000e-004 | 5.6000e-004 | 6.5500e-003 | 2.0000e-005 | 2.0900e-003 | 1.0000e-005 | 2.1000e-003 | 5.6000e-004 | 1.0000e-005 | 5.7000e-004 | 0.0000 | 1.6039 | 1.6039 | 5.0000e-005 | 5.0000e-005 | 1.6199 |
| Total | 9.3000e-004 | 4.4700e-003 | 7.6400e-003 | 3.0000e-005 | 2.6500e-003 | 4.0000e-005 | 2.6900e-003 | 7.2000e-004 | 4.0000e-005 | 7.6000e-004 | 0.0000 | 3.2786 | 3.2786 | 6.0000e-005 | 3.0000e-004 | 3.3705 |

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 | 0.0173 | 0.1667 | 0.2560 | 4.0000e-004 | | 8.2000e-003 | 8.2000e-003 | | 7.5400e-003 | 7.5400e-003 | 0.0000 | 35.0464 | 35.0464 | 0.0113 | 0.0000 | 35.3298 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0173 | 0.1667 | 0.2560 | 4.0000e-004 | | 8.2000e-003 | 8.2000e-003 | | 7.5400e-003 | 7.5400e-003 | 0.0000 | 35.0464 | 35.0464 | 0.0113 | 0.0000 | 35.3298 |

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3.5 Paving - 2024

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 | 1.0000e-005 | 7.6000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3351 | 0.3351 | 0.0000 | 5.0000e-005 | 0.3508 |
| Vendor | 8.0000e-005 | 3.1500e-003 | 9.3000e-004 | 1.0000e-005 | 4.6000e-004 | 2.0000e-005 | 4.8000e-004 | 1.3000e-004 | 2.0000e-005 | 1.5000e-004 | 0.0000 | 1.3397 | 1.3397 | 1.0000e-005 | 2.0000e-004 | 1.3998 |
| Worker | 8.4000e-004 | 5.6000e-004 | 6.5500e-003 | 2.0000e-005 | 2.0900e-003 | 1.0000e-005 | 2.1000e-003 | 5.6000e-004 | 1.0000e-005 | 5.7000e-004 | 0.0000 | 1.6039 | 1.6039 | 5.0000e-005 | 5.0000e-005 | 1.6199 |
| Total | 9.3000e-004 | 4.4700e-003 | 7.6400e-003 | 3.0000e-005 | 2.6500e-003 | 4.0000e-005 | 2.6900e-003 | 7.2000e-004 | 4.0000e-005 | 7.6000e-004 | 0.0000 | 3.2786 | 3.2786 | 6.0000e-005 | 3.0000e-004 | 3.3705 |

3.6 Architectural Coating - 2024

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 | 1.3766 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.1600e-003 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |
| Total | 1.3798 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |

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3.6 Architectural Coating - 2024

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 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0559 | 0.0559 | 0.0000 | 1.0000e-005 | 0.0585 |
| 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 | 3.7000e-003 | 2.4800e-003 | 0.0288 | 8.0000e-005 | 9.2000e-003 | 4.0000e-005 | 9.2400e-003 | 2.4500e-003 | 4.0000e-005 | 2.4900e-003 | 0.0000 | 7.0570 | 7.0570 | 2.2000e-004 | 2.2000e-004 | 7.1274 |
| Total | 3.7000e-003 | 2.6100e-003 | 0.0289 | 8.0000e-005 | 9.2200e-003 | 4.0000e-005 | 9.2600e-003 | 2.4500e-003 | 4.0000e-005 | 2.5000e-003 | 0.0000 | 7.1128 | 7.1128 | 2.2000e-004 | 2.3000e-004 | 7.1858 |

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 | 1.3766 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.1600e-003 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |
| Total | 1.3798 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

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 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0559 | 0.0559 | 0.0000 | 1.0000e-005 | 0.0585 |
| 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 | 3.7000e-003 | 2.4800e-003 | 0.0288 | 8.0000e-005 | 9.2000e-003 | 4.0000e-005 | 9.2400e-003 | 2.4500e-003 | 4.0000e-005 | 2.4900e-003 | 0.0000 | 7.0570 | 7.0570 | 2.2000e-004 | 2.2000e-004 | 7.1274 |
| Total | 3.7000e-003 | 2.6100e-003 | 0.0289 | 8.0000e-005 | 9.2200e-003 | 4.0000e-005 | 9.2600e-003 | 2.4500e-003 | 4.0000e-005 | 2.5000e-003 | 0.0000 | 7.1128 | 7.1128 | 2.2000e-004 | 2.3000e-004 | 7.1858 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.9518 | 1.7152 | 10.5103 | 0.0280 | 2.9720 | 0.0212 | 2.9932 | 0.7925 | 0.0198 | 0.8122 | 0.0000 | 2,604.8110 | 2,604.8110 | 0.1515 | 0.1330 | 2,648.2198 |
| Unmitigated | 0.9518 | 1.7152 | 10.5103 | 0.0280 | 2.9720 | 0.0212 | 2.9932 | 0.7925 | 0.0198 | 0.8122 | 0.0000 | 2,604.8110 | 2,604.8110 | 0.1515 | 0.1330 | 2,648.2198 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---------------------|-------------------------|-----------------|-----------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,840.24 | 2,840.24 | 2840.24 | 8,005,880 | 8,005,880 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Total | 2,840.24 | 2,840.24 | 2,840.24 | 8,005,880 | 8,005,880 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.527700 | 0.209000 | 0.167500 | 0.055600 | 0.000900 | 0.000900 | 0.008000 | 0.021400 | 0.000000 | 0.004300 | 0.002500 | 0.000200 | 0.002000 |
| City Park | 0.509869 | 0.051139 | 0.167106 | 0.174849 | 0.031609 | 0.007996 | 0.012006 | 0.015707 | 0.000636 | 0.000471 | 0.023554 | 0.001465 | 0.003592 |

5.0 Energy Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 321.6637 | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 321.6637 | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |
| NaturalGas Mitigated | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |
| NaturalGas Unmitigated | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 7.09296e+006 | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |
| City Park | 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 |
| Total | | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |

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 | | | | | |
| Apartments Low Rise | 7.09296e+006 | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |
| City Park | 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 |
| Total | | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.81377e+006 | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.81377e+006 | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |

6.0 Area Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | 1.5549 | 0.2020 | 3.3122 | 1.2200e-003 | | 0.0313 | 0.0313 | | 0.0313 | 0.0313 | 0.0000 | 195.8999 | 195.8999 | 8.7000e-003 | 3.4900e-003 | 197.1588 |
| Unmitigated | 1.5563 | 0.2022 | 3.3357 | 1.2200e-003 | | 0.0314 | 0.0314 | | 0.0314 | 0.0314 | 0.0000 | 195.9479 | 195.9479 | 8.7700e-003 | 3.4900e-003 | 197.2087 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.1377 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1.3012 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0193 | 0.1646 | 0.0700 | 1.0500e-003 | | 0.0133 | 0.0133 | | 0.0133 | 0.0133 | 0.0000 | 190.6113 | 190.6113 | 3.6500e-003 | 3.4900e-003 | 191.7440 |
| Landscaping | 0.0982 | 0.0376 | 3.2657 | 1.7000e-004 | | 0.0181 | 0.0181 | | 0.0181 | 0.0181 | 0.0000 | 5.3367 | 5.3367 | 5.1200e-003 | 0.0000 | 5.4647 |
| Total | 1.5563 | 0.2022 | 3.3357 | 1.2200e-003 | | 0.0314 | 0.0314 | | 0.0314 | 0.0314 | 0.0000 | 195.9479 | 195.9479 | 8.7700e-003 | 3.4900e-003 | 197.2087 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.1377 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1.3012 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0193 | 0.1646 | 0.0700 | 1.0500e-003 | | 0.0133 | 0.0133 | | 0.0133 | 0.0133 | 0.0000 | 190.6113 | 190.6113 | 3.6500e-003 | 3.4900e-003 | 191.7440 |
| Landscaping | 0.0968 | 0.0374 | 3.2422 | 1.7000e-004 | | 0.0180 | 0.0180 | | 0.0180 | 0.0180 | 0.0000 | 5.2886 | 5.2886 | 5.0500e-003 | 0.0000 | 5.4148 |
| Total | 1.5549 | 0.2020 | 3.3122 | 1.2200e-003 | | 0.0313 | 0.0313 | | 0.0313 | 0.0313 | 0.0000 | 195.8999 | 195.8999 | 8.7000e-003 | 3.4900e-003 | 197.1588 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|---------|
| Category | MT/yr | | | |
| Mitigated | 38.7319 | 0.7500 | 0.0180 | 62.8354 |
| Unmitigated | 48.4149 | 0.9375 | 0.0225 | 78.5442 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 28.6678 / 18.0732 | 47.8232 | 0.9374 | 0.0225 | 77.9495 |
| City Park | 0 / 0.953185 | 0.5917 | 5.0000e-005 | 1.0000e-005 | 0.5947 |
| Total | | 48.4149 | 0.9375 | 0.0225 | 78.5442 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 22.9342 / 14.4585 | 38.2586 | 0.7499 | 0.0180 | 62.3596 |
| City Park | 0 / 0.762548 | 0.4733 | 4.0000e-005 | 0.0000 | 0.4758 |
| Total | | 38.7319 | 0.7500 | 0.0180 | 62.8354 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| | MT/yr | | | |
| Mitigated | 28.7697 | 1.7002 | 0.0000 | 71.2757 |
| Unmitigated | 41.0996 | 2.4289 | 0.0000 | 101.8225 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---------------------|----------------|----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 202.4 | 41.0854 | 2.4281 | 0.0000 | 101.7873 |
| City Park | 0.07 | 0.0142 | 8.4000e-004 | 0.0000 | 0.0352 |
| Total | | 41.0996 | 2.4289 | 0.0000 | 101.8225 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---------------------|----------------|----------------|---------------|---------------|----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 141.68 | 28.7598 | 1.6997 | 0.0000 | 71.2511 |
| City Park | 0.049 | 9.9500e-003 | 5.9000e-004 | 0.0000 | 0.0246 |
| Total | | 28.7697 | 1.7002 | 0.0000 | 71.2757 |

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 0.10 | Acre | 0.10 | 4,356.00 | 0 |
| Apartment Low Rise | 146.00 | Dwelling Unit | 9.70 | 146,000.00 | 418 |
| Condo/Townhouse | 91.00 | Dwelling Unit | 9.00 | 91,000.00 | 260 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2026 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Tier 2 Multifamily Residential
 Multifamily Housing (Low Rise) - High Density Residential and Medium Density Residential

Land Use - Phase 1 Tier 2 Multifamily Residential
 9.7 acres of High Density Residential (146 units)
 9.1 acres of Medium Density Residential (91 units)

Construction Phase - Default construction schedule
 No demolition

Assumed to start immediately following completion of Phase 1, Tier 1 Multifamily Residential construction

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
 Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Trips - Trip rates derived from project-specific daily trips.

Multifamily Housing (Low Rise) ADT: 6.455

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Mobile Land Use Mitigation -

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2026 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.53 | 0.52 |

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| | | | |
|----------------|-------------------|-------------|-------------|
| tblFleetMix | LDA | 0.53 | 0.52 |
| tblFleetMix | LDT1 | 0.05 | 0.21 |
| tblFleetMix | LDT1 | 0.05 | 0.21 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.4800e-003 | 9.0000e-004 |
| tblFleetMix | LHD2 | 7.4800e-003 | 9.0000e-004 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.16 | 0.06 |
| tblFleetMix | MDV | 0.16 | 0.06 |
| tblFleetMix | MH | 3.2960e-003 | 2.3000e-003 |
| tblFleetMix | MH | 3.2960e-003 | 2.3000e-003 |
| tblFleetMix | MHD | 0.01 | 7.5000e-003 |
| tblFleetMix | MHD | 0.01 | 7.5000e-003 |
| tblFleetMix | OBUS | 6.3000e-004 | 0.00 |
| tblFleetMix | OBUS | 6.3000e-004 | 0.00 |
| tblFleetMix | SBUS | 1.3960e-003 | 2.0000e-004 |
| tblFleetMix | SBUS | 1.3960e-003 | 2.0000e-004 |
| tblFleetMix | UBUS | 4.6900e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6900e-004 | 4.4000e-003 |
| tblLandUse | LotAcreage | 9.13 | 9.70 |
| tblLandUse | LotAcreage | 5.69 | 9.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |

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| | | | |
|-----------------|-------------------|----------|------|
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2024 | 0.0169 | 0.1695 | 0.1224 | 2.6000e-004 | 0.1530 | 7.5000e-003 | 0.1605 | 0.0592 | 6.9000e-003 | 0.0661 | 0.0000 | 23.2733 | 23.2733 | 7.2000e-003 | 9.0000e-005 | 23.4791 |
| 2025 | 0.2632 | 2.0203 | 2.7492 | 5.9200e-003 | 0.3141 | 0.0789 | 0.3931 | 0.1004 | 0.0739 | 0.1743 | 0.0000 | 524.1613 | 524.1613 | 0.0920 | 0.0122 | 530.0973 |
| 2026 | 0.8162 | 0.5673 | 0.8485 | 1.7300e-003 | 0.0560 | 0.0229 | 0.0788 | 0.0150 | 0.0215 | 0.0365 | 0.0000 | 153.2315 | 153.2315 | 0.0259 | 3.6100e-003 | 154.9546 |
| Maximum | 0.8162 | 2.0203 | 2.7492 | 5.9200e-003 | 0.3141 | 0.0789 | 0.3931 | 0.1004 | 0.0739 | 0.1743 | 0.0000 | 524.1613 | 524.1613 | 0.0920 | 0.0122 | 530.0973 |

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2024 | 0.0169 | 0.1695 | 0.1224 | 2.6000e-004 | 0.0694 | 7.5000e-003 | 0.0769 | 0.0268 | 6.9000e-003 | 0.0337 | 0.0000 | 23.2733 | 23.2733 | 7.2000e-003 | 9.0000e-005 | 23.4791 |
| 2025 | 0.2632 | 2.0203 | 2.7492 | 5.9200e-003 | 0.2415 | 0.0789 | 0.3205 | 0.0721 | 0.0739 | 0.1460 | 0.0000 | 524.1609 | 524.1609 | 0.0920 | 0.0122 | 530.0969 |
| 2026 | 0.8162 | 0.5673 | 0.8485 | 1.7300e-003 | 0.0560 | 0.0229 | 0.0788 | 0.0150 | 0.0215 | 0.0365 | 0.0000 | 153.2314 | 153.2314 | 0.0259 | 3.6100e-003 | 154.9544 |
| Maximum | 0.8162 | 2.0203 | 2.7492 | 5.9200e-003 | 0.2415 | 0.0789 | 0.3205 | 0.0721 | 0.0739 | 0.1460 | 0.0000 | 524.1609 | 524.1609 | 0.0920 | 0.0122 | 530.0969 |

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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 |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 29.86 | 0.00 | 24.70 | 34.79 | 0.00 | 21.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 12-14-2024 | 3-13-2025 | 0.8163 | 0.8163 |
| 2 | 3-14-2025 | 6-13-2025 | 0.5223 | 0.5223 |
| 3 | 6-14-2025 | 9-13-2025 | 0.5219 | 0.5219 |
| 4 | 9-14-2025 | 12-13-2025 | 0.5178 | 0.5178 |
| 5 | 12-14-2025 | 3-13-2026 | 0.5103 | 0.5103 |
| 6 | 3-14-2026 | 6-13-2026 | 0.9734 | 0.9734 |
| | | Highest | 0.9734 | 0.9734 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.8380 | 0.1089 | 1.7958 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5447 | 105.5447 | 4.7200e-003 | 1.8800e-003 | 106.2236 |
| Energy | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 367.4717 | 367.4717 | 0.0192 | 5.2300e-003 | 369.5094 |
| Mobile | 0.4389 | 0.8086 | 4.9995 | 0.0141 | 1.6005 | 0.0105 | 1.6110 | 0.4267 | 9.7600e-003 | 0.4365 | 0.0000 | 1,314.6430 | 1,314.6430 | 0.0742 | 0.0643 | 1,335.6504 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 22.1321 | 0.0000 | 22.1321 | 1.3080 | 0.0000 | 54.8314 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4.8989 | 20.9344 | 25.8333 | 0.5049 | 0.0121 | 42.0608 |
| Total | 1.2953 | 1.0739 | 6.8619 | 0.0158 | 1.6005 | 0.0400 | 1.6405 | 0.4267 | 0.0393 | 0.4661 | 27.0310 | 1,808.5938 | 1,835.6248 | 1.9111 | 0.0835 | 1,908.2756 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.8373 | 0.1088 | 1.7832 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5188 | 105.5188 | 4.6800e-003 | 1.8800e-003 | 106.1967 |
| Energy | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 367.4717 | 367.4717 | 0.0192 | 5.2300e-003 | 369.5094 |
| Mobile | 0.4389 | 0.8086 | 4.9995 | 0.0141 | 1.6005 | 0.0105 | 1.6110 | 0.4267 | 9.7600e-003 | 0.4365 | 0.0000 | 1,314.6430 | 1,314.6430 | 0.0742 | 0.0643 | 1,335.6504 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 15.4925 | 0.0000 | 15.4925 | 0.9156 | 0.0000 | 38.3820 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.9191 | 16.7475 | 20.6666 | 0.4039 | 9.6800e-003 | 33.6486 |
| Total | 1.2945 | 1.0738 | 6.8492 | 0.0158 | 1.6005 | 0.0400 | 1.6405 | 0.4267 | 0.0393 | 0.4660 | 19.4116 | 1,804.3810 | 1,823.7926 | 1.4176 | 0.0811 | 1,883.3871 |

| | 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 | 0.06 | 0.01 | 0.18 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.18 | 0.02 | 28.19 | 0.23 | 0.64 | 25.82 | 2.89 | 1.30 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 12/14/2024 | 12/27/2024 | 5 | 10 | |
| 2 | Grading | Grading | 12/28/2024 | 2/7/2025 | 5 | 30 | |
| 3 | Building Construction | Building Construction | 2/8/2025 | 4/3/2026 | 5 | 300 | |

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| | | | | | | |
|---|-----------------------|-----------------------|----------|-----------|---|----|
| 4 | Paving | Paving | 4/4/2026 | 5/1/2026 | 5 | 20 |
| 5 | Architectural Coating | Architectural Coating | 5/2/2026 | 5/29/2026 | 5 | 20 |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 479,925; Residential Outdoor: 159,975; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 172.00 | 26.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 34.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2024

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 | | | | | 0.0983 | 0.0000 | 0.0983 | 0.0505 | 0.0000 | 0.0505 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0133 | 0.1359 | 0.0917 | 1.9000e-004 | | 6.1500e-003 | 6.1500e-003 | | 5.6600e-003 | 5.6600e-003 | 0.0000 | 16.7285 | 16.7285 | 5.4100e-003 | 0.0000 | 16.8638 |
| Total | 0.0133 | 0.1359 | 0.0917 | 1.9000e-004 | 0.0983 | 6.1500e-003 | 0.1044 | 0.0505 | 5.6600e-003 | 0.0562 | 0.0000 | 16.7285 | 16.7285 | 5.4100e-003 | 0.0000 | 16.8638 |

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3.2 Site Preparation - 2024

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 | 1.0000e-005 | 8.9000e-004 | 1.9000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3909 | 0.3909 | 0.0000 | 6.0000e-005 | 0.4093 |
| 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 | 2.9000e-004 | 1.9000e-004 | 2.2500e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5499 | 0.5499 | 2.0000e-005 | 2.0000e-005 | 0.5554 |
| Total | 3.0000e-004 | 1.0800e-003 | 2.4400e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.9408 | 0.9408 | 2.0000e-005 | 8.0000e-005 | 0.9647 |

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 | | | | | 0.0442 | 0.0000 | 0.0442 | 0.0227 | 0.0000 | 0.0227 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0133 | 0.1359 | 0.0917 | 1.9000e-004 | | 6.1500e-003 | 6.1500e-003 | | 5.6500e-003 | 5.6500e-003 | 0.0000 | 16.7285 | 16.7285 | 5.4100e-003 | 0.0000 | 16.8638 |
| Total | 0.0133 | 0.1359 | 0.0917 | 1.9000e-004 | 0.0442 | 6.1500e-003 | 0.0504 | 0.0227 | 5.6500e-003 | 0.0284 | 0.0000 | 16.7285 | 16.7285 | 5.4100e-003 | 0.0000 | 16.8638 |

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3.2 Site Preparation - 2024

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 | 1.0000e-005 | 8.9000e-004 | 1.9000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3909 | 0.3909 | 0.0000 | 6.0000e-005 | 0.4093 |
| 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 | 2.9000e-004 | 1.9000e-004 | 2.2500e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5499 | 0.5499 | 2.0000e-005 | 2.0000e-005 | 0.5554 |
| Total | 3.0000e-004 | 1.0800e-003 | 2.4400e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.9408 | 0.9408 | 2.0000e-005 | 8.0000e-005 | 0.9647 |

3.3 Grading - 2024

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 | | | | | 0.0537 | 0.0000 | 0.0537 | 8.4600e-003 | 0.0000 | 8.4600e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.2200e-003 | 0.0324 | 0.0277 | 6.0000e-005 | | 1.3400e-003 | 1.3400e-003 | | 1.2300e-003 | 1.2300e-003 | 0.0000 | 5.4520 | 5.4520 | 1.7600e-003 | 0.0000 | 5.4960 |
| Total | 3.2200e-003 | 0.0324 | 0.0277 | 6.0000e-005 | 0.0537 | 1.3400e-003 | 0.0551 | 8.4600e-003 | 1.2300e-003 | 9.6900e-003 | 0.0000 | 5.4520 | 5.4520 | 1.7600e-003 | 0.0000 | 5.4960 |

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3.3 Grading - 2024

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 | 7.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0298 | 0.0298 | 0.0000 | 0.0000 | 0.0312 |
| 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 | 6.0000e-005 | 4.0000e-005 | 5.0000e-004 | 0.0000 | 1.6000e-004 | 0.0000 | 1.6000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1222 | 0.1222 | 0.0000 | 0.0000 | 0.1234 |
| Total | 6.0000e-005 | 1.1000e-004 | 5.1000e-004 | 0.0000 | 1.7000e-004 | 0.0000 | 1.7000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1520 | 0.1520 | 0.0000 | 0.0000 | 0.1546 |

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 | | | | | 0.0242 | 0.0000 | 0.0242 | 3.8100e-003 | 0.0000 | 3.8100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.2200e-003 | 0.0324 | 0.0277 | 6.0000e-005 | | 1.3400e-003 | 1.3400e-003 | | 1.2300e-003 | 1.2300e-003 | 0.0000 | 5.4520 | 5.4520 | 1.7600e-003 | 0.0000 | 5.4960 |
| Total | 3.2200e-003 | 0.0324 | 0.0277 | 6.0000e-005 | 0.0242 | 1.3400e-003 | 0.0255 | 3.8100e-003 | 1.2300e-003 | 5.0400e-003 | 0.0000 | 5.4520 | 5.4520 | 1.7600e-003 | 0.0000 | 5.4960 |

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

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 | 7.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0298 | 0.0298 | 0.0000 | 0.0000 | 0.0312 |
| 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 | 6.0000e-005 | 4.0000e-005 | 5.0000e-004 | 0.0000 | 1.6000e-004 | 0.0000 | 1.6000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1222 | 0.1222 | 0.0000 | 0.0000 | 0.1234 |
| Total | 6.0000e-005 | 1.1000e-004 | 5.1000e-004 | 0.0000 | 1.7000e-004 | 0.0000 | 1.7000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1520 | 0.1520 | 0.0000 | 0.0000 | 0.1546 |

3.3 Grading - 2025

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 | | | | | 0.1320 | 0.0000 | 0.1320 | 0.0515 | 0.0000 | 0.0515 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0406 | 0.3912 | 0.3686 | 8.7000e-004 | | 0.0158 | 0.0158 | | 0.0146 | 0.0146 | 0.0000 | 76.3087 | 76.3087 | 0.0247 | 0.0000 | 76.9257 |
| Total | 0.0406 | 0.3912 | 0.3686 | 8.7000e-004 | 0.1320 | 0.0158 | 0.1479 | 0.0515 | 0.0146 | 0.0661 | 0.0000 | 76.3087 | 76.3087 | 0.0247 | 0.0000 | 76.9257 |

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | 2.0000e-005 | 9.4000e-004 | 2.0000e-004 | 0.0000 | 1.3000e-004 | 1.0000e-005 | 1.4000e-004 | 4.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.4080 | 0.4080 | 0.0000 | 6.0000e-005 | 0.4272 |
| 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 | 8.3000e-004 | 5.3000e-004 | 6.4300e-003 | 2.0000e-005 | 2.2300e-003 | 1.0000e-005 | 2.2400e-003 | 5.9000e-004 | 1.0000e-005 | 6.0000e-004 | 0.0000 | 1.6528 | 1.6528 | 5.0000e-005 | 5.0000e-005 | 1.6685 |
| Total | 8.5000e-004 | 1.4700e-003 | 6.6300e-003 | 2.0000e-005 | 2.3600e-003 | 2.0000e-005 | 2.3800e-003 | 6.3000e-004 | 2.0000e-005 | 6.4000e-004 | 0.0000 | 2.0608 | 2.0608 | 5.0000e-005 | 1.1000e-004 | 2.0957 |

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 | | | | | 0.0594 | 0.0000 | 0.0594 | 0.0232 | 0.0000 | 0.0232 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0406 | 0.3912 | 0.3686 | 8.7000e-004 | | 0.0158 | 0.0158 | | 0.0146 | 0.0146 | 0.0000 | 76.3086 | 76.3086 | 0.0247 | 0.0000 | 76.9256 |
| Total | 0.0406 | 0.3912 | 0.3686 | 8.7000e-004 | 0.0594 | 0.0158 | 0.0752 | 0.0232 | 0.0146 | 0.0377 | 0.0000 | 76.3086 | 76.3086 | 0.0247 | 0.0000 | 76.9256 |

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | 2.0000e-005 | 9.4000e-004 | 2.0000e-004 | 0.0000 | 1.3000e-004 | 1.0000e-005 | 1.4000e-004 | 4.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.4080 | 0.4080 | 0.0000 | 6.0000e-005 | 0.4272 |
| 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 | 8.3000e-004 | 5.3000e-004 | 6.4300e-003 | 2.0000e-005 | 2.2300e-003 | 1.0000e-005 | 2.2400e-003 | 5.9000e-004 | 1.0000e-005 | 6.0000e-004 | 0.0000 | 1.6528 | 1.6528 | 5.0000e-005 | 5.0000e-005 | 1.6685 |
| Total | 8.5000e-004 | 1.4700e-003 | 6.6300e-003 | 2.0000e-005 | 2.3600e-003 | 2.0000e-005 | 2.3800e-003 | 6.3000e-004 | 2.0000e-005 | 6.4000e-004 | 0.0000 | 2.0608 | 2.0608 | 5.0000e-005 | 1.1000e-004 | 2.0957 |

3.4 Building Construction - 2025

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 | 0.1593 | 1.4527 | 1.8739 | 3.1400e-003 | | 0.0615 | 0.0615 | | 0.0578 | 0.0578 | 0.0000 | 270.1862 | 270.1862 | 0.0635 | 0.0000 | 271.7740 |
| Total | 0.1593 | 1.4527 | 1.8739 | 3.1400e-003 | | 0.0615 | 0.0615 | | 0.0578 | 0.0578 | 0.0000 | 270.1862 | 270.1862 | 0.0635 | 0.0000 | 271.7740 |

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | 1.0000e-005 | 8.8000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3820 | 0.3820 | 0.0000 | 6.0000e-005 | 0.3999 |
| Vendor | 3.2500e-003 | 0.1359 | 0.0395 | 5.9000e-004 | 0.0200 | 8.8000e-004 | 0.0209 | 5.7900e-003 | 8.4000e-004 | 6.6300e-003 | 0.0000 | 56.9462 | 56.9462 | 2.5000e-004 | 8.5400e-003 | 59.4982 |
| Worker | 0.0592 | 0.0381 | 0.4604 | 1.2900e-003 | 0.1596 | 7.4000e-004 | 0.1604 | 0.0424 | 6.8000e-004 | 0.0431 | 0.0000 | 118.2775 | 118.2775 | 3.5000e-003 | 3.4900e-003 | 119.4039 |
| Total | 0.0624 | 0.1749 | 0.5001 | 1.8800e-003 | 0.1798 | 1.6300e-003 | 0.1814 | 0.0483 | 1.5300e-003 | 0.0498 | 0.0000 | 175.6057 | 175.6057 | 3.7500e-003 | 0.0121 | 179.3019 |

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 | 0.1593 | 1.4527 | 1.8739 | 3.1400e-003 | | 0.0615 | 0.0615 | | 0.0578 | 0.0578 | 0.0000 | 270.1858 | 270.1858 | 0.0635 | 0.0000 | 271.7737 |
| Total | 0.1593 | 1.4527 | 1.8739 | 3.1400e-003 | | 0.0615 | 0.0615 | | 0.0578 | 0.0578 | 0.0000 | 270.1858 | 270.1858 | 0.0635 | 0.0000 | 271.7737 |

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | 1.0000e-005 | 8.8000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3820 | 0.3820 | 0.0000 | 6.0000e-005 | 0.3999 |
| Vendor | 3.2500e-003 | 0.1359 | 0.0395 | 5.9000e-004 | 0.0200 | 8.8000e-004 | 0.0209 | 5.7900e-003 | 8.4000e-004 | 6.6300e-003 | 0.0000 | 56.9462 | 56.9462 | 2.5000e-004 | 8.5400e-003 | 59.4982 |
| Worker | 0.0592 | 0.0381 | 0.4604 | 1.2900e-003 | 0.1596 | 7.4000e-004 | 0.1604 | 0.0424 | 6.8000e-004 | 0.0431 | 0.0000 | 118.2775 | 118.2775 | 3.5000e-003 | 3.4900e-003 | 119.4039 |
| Total | 0.0624 | 0.1749 | 0.5001 | 1.8800e-003 | 0.1798 | 1.6300e-003 | 0.1814 | 0.0483 | 1.5300e-003 | 0.0498 | 0.0000 | 175.6057 | 175.6057 | 3.7500e-003 | 0.0121 | 179.3019 |

3.4 Building Construction - 2026

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 | 0.0458 | 0.4177 | 0.5388 | 9.0000e-004 | | 0.0177 | 0.0177 | | 0.0166 | 0.0166 | 0.0000 | 77.6930 | 77.6930 | 0.0183 | 0.0000 | 78.1496 |
| Total | 0.0458 | 0.4177 | 0.5388 | 9.0000e-004 | | 0.0177 | 0.0177 | | 0.0166 | 0.0166 | 0.0000 | 77.6930 | 77.6930 | 0.0183 | 0.0000 | 78.1496 |

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 2.5000e-004 | 5.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1074 | 0.1074 | 0.0000 | 2.0000e-005 | 0.1124 |
| Vendor | 9.1000e-004 | 0.0388 | 0.0112 | 1.7000e-004 | 5.7600e-003 | 2.5000e-004 | 6.0100e-003 | 1.6600e-003 | 2.4000e-004 | 1.9000e-003 | 0.0000 | 16.0732 | 16.0732 | 7.0000e-005 | 2.4100e-003 | 16.7924 |
| Worker | 0.0158 | 9.7600e-003 | 0.1233 | 3.6000e-004 | 0.0459 | 2.0000e-004 | 0.0461 | 0.0122 | 1.8000e-004 | 0.0124 | 0.0000 | 32.8775 | 32.8775 | 9.1000e-004 | 9.3000e-004 | 33.1782 |
| Total | 0.0167 | 0.0488 | 0.1346 | 5.3000e-004 | 0.0517 | 4.5000e-004 | 0.0522 | 0.0139 | 4.2000e-004 | 0.0143 | 0.0000 | 49.0581 | 49.0581 | 9.8000e-004 | 3.3600e-003 | 50.0830 |

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 | 0.0458 | 0.4177 | 0.5388 | 9.0000e-004 | | 0.0177 | 0.0177 | | 0.0166 | 0.0166 | 0.0000 | 77.6929 | 77.6929 | 0.0183 | 0.0000 | 78.1495 |
| Total | 0.0458 | 0.4177 | 0.5388 | 9.0000e-004 | | 0.0177 | 0.0177 | | 0.0166 | 0.0166 | 0.0000 | 77.6929 | 77.6929 | 0.0183 | 0.0000 | 78.1495 |

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 2.5000e-004 | 5.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1074 | 0.1074 | 0.0000 | 2.0000e-005 | 0.1124 |
| Vendor | 9.1000e-004 | 0.0388 | 0.0112 | 1.7000e-004 | 5.7600e-003 | 2.5000e-004 | 6.0100e-003 | 1.6600e-003 | 2.4000e-004 | 1.9000e-003 | 0.0000 | 16.0732 | 16.0732 | 7.0000e-005 | 2.4100e-003 | 16.7924 |
| Worker | 0.0158 | 9.7600e-003 | 0.1233 | 3.6000e-004 | 0.0459 | 2.0000e-004 | 0.0461 | 0.0122 | 1.8000e-004 | 0.0124 | 0.0000 | 32.8775 | 32.8775 | 9.1000e-004 | 9.3000e-004 | 33.1782 |
| Total | 0.0167 | 0.0488 | 0.1346 | 5.3000e-004 | 0.0517 | 4.5000e-004 | 0.0522 | 0.0139 | 4.2000e-004 | 0.0143 | 0.0000 | 49.0581 | 49.0581 | 9.8000e-004 | 3.3600e-003 | 50.0830 |

3.5 Paving - 2026

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 | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| Vendor | 4.0000e-005 | 1.7800e-003 | 5.1000e-004 | 1.0000e-005 | 2.6000e-004 | 1.0000e-005 | 2.8000e-004 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 0.0000 | 0.7382 | 0.7382 | 0.0000 | 1.1000e-004 | 0.7712 |
| Worker | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.6000e-004 | 2.7700e-003 | 3.8800e-003 | 2.0000e-005 | 1.5500e-003 | 3.0000e-005 | 1.5900e-003 | 4.3000e-004 | 2.0000e-005 | 4.4000e-004 | 0.0000 | 1.9145 | 1.9145 | 2.0000e-005 | 1.8000e-004 | 1.9704 |

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 | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |

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3.5 Paving - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| Vendor | 4.0000e-005 | 1.7800e-003 | 5.1000e-004 | 1.0000e-005 | 2.6000e-004 | 1.0000e-005 | 2.8000e-004 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 0.0000 | 0.7382 | 0.7382 | 0.0000 | 1.1000e-004 | 0.7712 |
| Worker | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.6000e-004 | 2.7700e-003 | 3.8800e-003 | 2.0000e-005 | 1.5500e-003 | 3.0000e-005 | 1.5900e-003 | 4.3000e-004 | 2.0000e-005 | 4.4000e-004 | 0.0000 | 1.9145 | 1.9145 | 2.0000e-005 | 1.8000e-004 | 1.9704 |

3.6 Architectural Coating - 2026

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 | 0.7415 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.7100e-003 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |
| Total | 0.7432 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |

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3.6 Architectural Coating - 2026

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0534 | 0.0534 | 0.0000 | 1.0000e-005 | 0.0559 |
| 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 | 9.3000e-004 | 5.8000e-004 | 7.2800e-003 | 2.0000e-005 | 2.7100e-003 | 1.0000e-005 | 2.7200e-003 | 7.2000e-004 | 1.0000e-005 | 7.3000e-004 | 0.0000 | 1.9400 | 1.9400 | 5.0000e-005 | 6.0000e-005 | 1.9578 |
| Total | 9.3000e-004 | 7.0000e-004 | 7.3100e-003 | 2.0000e-005 | 2.7300e-003 | 1.0000e-005 | 2.7400e-003 | 7.2000e-004 | 1.0000e-005 | 7.4000e-004 | 0.0000 | 1.9934 | 1.9934 | 5.0000e-005 | 7.0000e-005 | 2.0137 |

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 | 0.7415 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.7100e-003 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |
| Total | 0.7432 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |

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3.6 Architectural Coating - 2026

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0534 | 0.0534 | 0.0000 | 1.0000e-005 | 0.0559 |
| 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 | 9.3000e-004 | 5.8000e-004 | 7.2800e-003 | 2.0000e-005 | 2.7100e-003 | 1.0000e-005 | 2.7200e-003 | 7.2000e-004 | 1.0000e-005 | 7.3000e-004 | 0.0000 | 1.9400 | 1.9400 | 5.0000e-005 | 6.0000e-005 | 1.9578 |
| Total | 9.3000e-004 | 7.0000e-004 | 7.3100e-003 | 2.0000e-005 | 2.7300e-003 | 1.0000e-005 | 2.7400e-003 | 7.2000e-004 | 1.0000e-005 | 7.4000e-004 | 0.0000 | 1.9934 | 1.9934 | 5.0000e-005 | 7.0000e-005 | 2.0137 |

4.0 Operational Detail - Mobile

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 | 0.4389 | 0.8086 | 4.9995 | 0.0141 | 1.6005 | 0.0105 | 1.6110 | 0.4267 | 9.7600e-003 | 0.4365 | 0.0000 | 1,314.6430 | 1,314.6430 | 0.0742 | 0.0643 | 1,335.6504 |
| Unmitigated | 0.4389 | 0.8086 | 4.9995 | 0.0141 | 1.6005 | 0.0105 | 1.6110 | 0.4267 | 9.7600e-003 | 0.4365 | 0.0000 | 1,314.6430 | 1,314.6430 | 0.0742 | 0.0643 | 1,335.6504 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---------------------|-------------------------|----------|----------|-------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 942.44 | 942.44 | 942.44 | 2,656,497 | 2,656,497 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 587.41 | 587.41 | 587.41 | 1,655,762 | 1,655,762 |
| Total | 1,529.86 | 1,529.86 | 1,529.86 | 4,312,258 | 4,312,258 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.521500 | 0.214600 | 0.168100 | 0.056900 | 0.000800 | 0.000900 | 0.007500 | 0.020300 | 0.000000 | 0.004400 | 0.002500 | 0.000200 | 0.002300 |
| City Park | 0.525357 | 0.051382 | 0.167800 | 0.162287 | 0.028850 | 0.007480 | 0.012195 | 0.015949 | 0.000630 | 0.000469 | 0.022910 | 0.001396 | 0.003296 |

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| | | | | | | | | | | | | | |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Condo/Townhouse | 0.521500 | 0.214600 | 0.168100 | 0.056900 | 0.000800 | 0.000900 | 0.007500 | 0.020300 | 0.000000 | 0.004400 | 0.002500 | 0.000200 | 0.002300 |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

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 | 186.2751 | 186.2751 | 0.0157 | 1.9100e-003 | 187.2361 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 186.2751 | 186.2751 | 0.0157 | 1.9100e-003 | 187.2361 |
| NaturalGas Mitigated | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 181.1966 | 181.1966 | 3.4700e-003 | 3.3200e-003 | 182.2734 |
| NaturalGas Unmitigated | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 181.1966 | 181.1966 | 3.4700e-003 | 3.3200e-003 | 182.2734 |

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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 | | | | | |
| Apartments Low Rise | 2.35357e+006 | 0.0127 | 0.1085 | 0.0462 | 6.9000e-004 | | 8.7700e-003 | 8.7700e-003 | | 8.7700e-003 | 8.7700e-003 | 0.0000 | 125.5956 | 125.5956 | 2.4100e-003 | 2.3000e-003 | 126.3420 |
| City Park | 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 |
| Condo/Townhouse | 1.04192e+006 | 5.6200e-003 | 0.0480 | 0.0204 | 3.1000e-004 | | 3.8800e-003 | 3.8800e-003 | | 3.8800e-003 | 3.8800e-003 | 0.0000 | 55.6010 | 55.6010 | 1.0700e-003 | 1.0200e-003 | 55.9314 |
| Total | | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 181.1966 | 181.1966 | 3.4800e-003 | 3.3200e-003 | 182.2734 |

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5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 2.35357e+006 | 0.0127 | 0.1085 | 0.0462 | 6.9000e-004 | | 8.7700e-003 | 8.7700e-003 | | 8.7700e-003 | 8.7700e-003 | 0.0000 | 125.5956 | 125.5956 | 2.4100e-003 | 2.3000e-003 | 126.3420 |
| City Park | 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 |
| Condo/Townhouse | 1.04192e+006 | 5.6200e-003 | 0.0480 | 0.0204 | 3.1000e-004 | | 3.8800e-003 | 3.8800e-003 | | 3.8800e-003 | 3.8800e-003 | 0.0000 | 55.6010 | 55.6010 | 1.0700e-003 | 1.0200e-003 | 55.9314 |
| Total | | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 181.1966 | 181.1966 | 3.4800e-003 | 3.3200e-003 | 182.2734 |

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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 | | | |
| Apartments Low Rise | 601841 | 106.7339 | 9.0100e-003 | 1.0900e-003 | 107.2845 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 448510 | 79.5412 | 6.7100e-003 | 8.1000e-004 | 79.9516 |
| Total | | 186.2751 | 0.0157 | 1.9000e-003 | 187.2361 |

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5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 601841 | 106.7339 | 9.0100e-003 | 1.0900e-003 | 107.2845 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 448510 | 79.5412 | 6.7100e-003 | 8.1000e-004 | 79.9516 |
| Total | | 186.2751 | 0.0157 | 1.9000e-003 | 187.2361 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

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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 | 0.8373 | 0.1088 | 1.7832 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5188 | 105.5188 | 4.6800e-003 | 1.8800e-003 | 106.1967 |
| Unmitigated | 0.8380 | 0.1089 | 1.7958 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5447 | 105.5447 | 4.7200e-003 | 1.8800e-003 | 106.2236 |

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 | 0.0742 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.7007 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0104 | 0.0887 | 0.0377 | 5.7000e-004 | | 7.1700e-003 | 7.1700e-003 | | 7.1700e-003 | 7.1700e-003 | 0.0000 | 102.6702 | 102.6702 | 1.9700e-003 | 1.8800e-003 | 103.2803 |
| Landscaping | 0.0528 | 0.0203 | 1.7581 | 9.0000e-005 | | 9.7600e-003 | 9.7600e-003 | | 9.7600e-003 | 9.7600e-003 | 0.0000 | 2.8745 | 2.8745 | 2.7500e-003 | 0.0000 | 2.9433 |
| Total | 0.8380 | 0.1089 | 1.7958 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5447 | 105.5447 | 4.7200e-003 | 1.8800e-003 | 106.2236 |

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6.2 Area by SubCategory

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 | 0.0742 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.7007 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0104 | 0.0887 | 0.0377 | 5.7000e-004 | | 7.1700e-003 | 7.1700e-003 | | 7.1700e-003 | 7.1700e-003 | 0.0000 | 102.6702 | 102.6702 | 1.9700e-003 | 1.8800e-003 | 103.2803 |
| Landscaping | 0.0520 | 0.0201 | 1.7454 | 9.0000e-005 | | 9.6800e-003 | 9.6800e-003 | | 9.6800e-003 | 9.6800e-003 | 0.0000 | 2.8486 | 2.8486 | 2.7100e-003 | 0.0000 | 2.9165 |
| Total | 0.8373 | 0.1088 | 1.7832 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5188 | 105.5188 | 4.6800e-003 | 1.8800e-003 | 106.1967 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|-------------|---------|
| Category | MT/yr | | | |
| Mitigated | 20.6666 | 0.4039 | 9.6800e-003 | 33.6486 |
| Unmitigated | 25.8333 | 0.5049 | 0.0121 | 42.0608 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 9.51249 / 5.997 | 15.8686 | 0.3111 | 7.4500e-003 | 25.8651 |
| City Park | 0 / 0.119148 | 0.0740 | 1.0000e-005 | 0.0000 | 0.0743 |
| Condo/Townhouse | 5.92902 / 3.73786 | 9.8907 | 0.1939 | 4.6400e-003 | 16.1214 |
| Total | | 25.8333 | 0.5049 | 0.0121 | 42.0608 |

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 7.60999 / 4.7976 | 12.6949 | 0.2488 | 5.9600e-003 | 20.6921 |
| City Park | 0 / 0.0953185 | 0.0592 | 0.0000 | 0.0000 | 0.0595 |
| Condo/Townhouse | 4.74321 / 2.99029 | 7.9126 | 0.1551 | 3.7100e-003 | 12.8971 |
| Total | | 20.6666 | 0.4039 | 9.6700e-003 | 33.6486 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 1 Tier 2 Multifamily Residential - Unmitigated Construction and 2026 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|---------|
| | MT/yr | | | |
| Mitigated | 15.4925 | 0.9156 | 0.0000 | 38.3820 |
| Unmitigated | 22.1321 | 1.3080 | 0.0000 | 54.8314 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---------------------|----------------|----------------|---------------|---------------|----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 67.16 | 13.6329 | 0.8057 | 0.0000 | 33.7749 |
| City Park | 0.01 | 2.0300e-003 | 1.2000e-004 | 0.0000 | 5.0300e-003 |
| Condo/Townhouse | 41.86 | 8.4972 | 0.5022 | 0.0000 | 21.0515 |
| Total | | 22.1321 | 1.3080 | 0.0000 | 54.8314 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---------------------|----------------|----------------|---------------|---------------|----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 47.012 | 9.5430 | 0.5640 | 0.0000 | 23.6424 |
| City Park | 0.007 | 1.4200e-003 | 8.0000e-005 | 0.0000 | 3.5200e-003 |
| Condo/Townhouse | 29.302 | 5.9480 | 0.3515 | 0.0000 | 14.7360 |
| Total | | 15.4925 | 0.9156 | 0.0000 | 38.3820 |

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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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.0 Vegetation

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations
Tulare County, Annual**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 2.60 | Acre | 2.60 | 113,256.00 | 0 |
| Single Family Housing | 505.00 | Dwelling Unit | 98.30 | 909,000.00 | 1444 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2028 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Single-family Residential
100.9 acres of Low Density Residential (up to 505 units)

Land Use - 100.9 acres of Low Density Residential (up to 505 units)

Construction Phase - Construction schedule adjusted to estimate construction of 100 low-density residential units per year on average
No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Project-specific trip rates
Single-Family Detached Housing
ADT: 8.546/DU (see supporting information)

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2028 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-------------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 3,100.00 | 1,184.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.54 | 0.52 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.0130e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------|----------------------------|-------------|-------------|
| tblFleetMix | MDV | 0.15 | 0.06 |
| tblFleetMix | MH | 3.0330e-003 | 2.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | OBUS | 6.2500e-004 | 0.00 |
| tblFleetMix | SBUS | 1.3370e-003 | 7.0000e-004 |
| tblFleetMix | UBUS | 4.6700e-004 | 4.4000e-003 |
| tblLandUse | LotAcreage | 163.96 | 98.30 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 3.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 3.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.10 |
| tblOffRoadEquipment | UsageHours | 8.00 | 10.50 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 9.20 |
| tblOffRoadEquipment | UsageHours | 8.00 | 10.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 40.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------|-------------------|----------|------|
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
|---------------|-------------------|----------|------|

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.1053 | 1.0775 | 0.6579 | 1.2800e-003 | 0.6873 | 0.0524 | 0.7398 | 0.3343 | 0.0483 | 0.3826 | 0.0000 | 112.7273 | 112.7273 | 0.0353 | 1.7000e-004 | 113.6593 |
| 2023 | 1.1935 | 10.8549 | 11.5841 | 0.0235 | 2.0392 | 0.4799 | 2.5191 | 0.7669 | 0.4466 | 1.2136 | 0.0000 | 2,070.9869 | 2,070.9869 | 0.4782 | 0.0362 | 2,093.7149 |
| 2024 | 0.7847 | 6.8187 | 7.9175 | 0.0165 | 1.1200 | 0.2849 | 1.4049 | 0.3111 | 0.2666 | 0.5777 | 0.0000 | 1,456.3398 | 1,456.3398 | 0.2879 | 0.0334 | 1,473.4896 |
| 2025 | 0.5667 | 4.7541 | 6.3216 | 0.0130 | 0.3011 | 0.1845 | 0.4856 | 0.0815 | 0.1736 | 0.2551 | 0.0000 | 1,149.9244 | 1,149.9244 | 0.1927 | 0.0321 | 1,164.3083 |
| 2026 | 0.5600 | 4.7451 | 6.2726 | 0.0129 | 0.3011 | 0.1844 | 0.4855 | 0.0815 | 0.1735 | 0.2550 | 0.0000 | 1,140.7377 | 1,140.7377 | 0.1922 | 0.0312 | 1,154.8409 |
| 2027 | 2.7414 | 2.6545 | 3.5961 | 7.4200e-003 | 0.1958 | 0.1038 | 0.2996 | 0.0528 | 0.0980 | 0.1508 | 0.0000 | 654.9919 | 654.9919 | 0.1047 | 0.0169 | 662.6581 |
| 2028 | 0.4312 | 0.0200 | 0.0441 | 9.0000e-005 | 6.0500e-003 | 8.7000e-004 | 6.9200e-003 | 1.6100e-003 | 8.7000e-004 | 2.4800e-003 | 0.0000 | 8.3067 | 8.3067 | 3.3000e-004 | 1.1000e-004 | 8.3478 |
| Maximum | 2.7414 | 10.8549 | 11.5841 | 0.0235 | 2.0392 | 0.4799 | 2.5191 | 0.7669 | 0.4466 | 1.2136 | 0.0000 | 2,070.9869 | 2,070.9869 | 0.4782 | 0.0362 | 2,093.7149 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

| | 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 |
|----------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.1053 | 1.0775 | 0.6579 | 1.2800e-003 | 0.3119 | 0.0524 | 0.3643 | 0.1511 | 0.0483 | 0.1994 | 0.0000 | 112.7272 | 112.7272 | 0.0353 | 1.7000e-004 | 113.6592 |
| 2023 | 1.1935 | 10.8549 | 11.5840 | 0.0235 | 1.1027 | 0.4799 | 1.5826 | 0.3952 | 0.4466 | 0.8418 | 0.0000 | 2,070.9849 | 2,070.9849 | 0.4782 | 0.0362 | 2,093.7129 |
| 2024 | 0.7847 | 6.8187 | 7.9175 | 0.0165 | 0.6748 | 0.2849 | 0.9597 | 0.1862 | 0.2666 | 0.4528 | 0.0000 | 1,456.3385 | 1,456.3385 | 0.2879 | 0.0334 | 1,473.4883 |
| 2025 | 0.5667 | 4.7541 | 6.3215 | 0.0130 | 0.3011 | 0.1845 | 0.4856 | 0.0815 | 0.1736 | 0.2551 | 0.0000 | 1,149.9235 | 1,149.9235 | 0.1927 | 0.0321 | 1,164.3073 |
| 2026 | 0.5600 | 4.7451 | 6.2726 | 0.0129 | 0.3011 | 0.1844 | 0.4855 | 0.0815 | 0.1735 | 0.2550 | 0.0000 | 1,140.7368 | 1,140.7368 | 0.1922 | 0.0312 | 1,154.8400 |
| 2027 | 2.7414 | 2.6545 | 3.5961 | 7.4200e-003 | 0.1958 | 0.1038 | 0.2996 | 0.0528 | 0.0980 | 0.1508 | 0.0000 | 654.9914 | 654.9914 | 0.1047 | 0.0169 | 662.6575 |
| 2028 | 0.4312 | 0.0200 | 0.0441 | 9.0000e-005 | 6.0500e-003 | 8.7000e-004 | 6.9200e-003 | 1.6100e-003 | 8.7000e-004 | 2.4800e-003 | 0.0000 | 8.3067 | 8.3067 | 3.3000e-004 | 1.1000e-004 | 8.3478 |
| Maximum | 2.7414 | 10.8549 | 11.5840 | 0.0235 | 1.1027 | 0.4799 | 1.5826 | 0.3952 | 0.4466 | 0.8418 | 0.0000 | 2,070.9849 | 2,070.9849 | 0.4782 | 0.0362 | 2,093.7129 |

| | 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 | 37.78 | 0.00 | 29.57 | 41.71 | 0.00 | 23.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 3 | 9-1-2022 | 11-30-2022 | 0.7930 | 0.7930 |
| 4 | 12-1-2022 | 2-28-2023 | 2.2694 | 2.2694 |
| 5 | 3-1-2023 | 5-31-2023 | 3.1110 | 3.1110 |
| 6 | 6-1-2023 | 8-31-2023 | 3.1553 | 3.1553 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|----|-----------|------------|--------|--------|
| 7 | 9-1-2023 | 11-30-2023 | 3.0144 | 3.0144 |
| 8 | 12-1-2023 | 2-29-2024 | 2.6434 | 2.6434 |
| 9 | 3-1-2024 | 5-31-2024 | 2.5215 | 2.5215 |
| 10 | 6-1-2024 | 8-31-2024 | 1.4351 | 1.4351 |
| 11 | 9-1-2024 | 11-30-2024 | 1.4237 | 1.4237 |
| 12 | 12-1-2024 | 2-28-2025 | 1.3477 | 1.3477 |
| 13 | 3-1-2025 | 5-31-2025 | 1.3399 | 1.3399 |
| 14 | 6-1-2025 | 8-31-2025 | 1.3377 | 1.3377 |
| 15 | 9-1-2025 | 11-30-2025 | 1.3274 | 1.3274 |
| 16 | 12-1-2025 | 2-28-2026 | 1.3122 | 1.3122 |
| 17 | 3-1-2026 | 5-31-2026 | 1.3357 | 1.3357 |
| 18 | 6-1-2026 | 8-31-2026 | 1.3336 | 1.3336 |
| 19 | 9-1-2026 | 11-30-2026 | 1.3233 | 1.3233 |
| 20 | 12-1-2026 | 2-28-2027 | 1.3084 | 1.3084 |
| 21 | 3-1-2027 | 5-31-2027 | 1.7914 | 1.7914 |
| 22 | 6-1-2027 | 8-31-2027 | 1.5498 | 1.5498 |
| 23 | 9-1-2027 | 11-30-2027 | 0.8895 | 0.8895 |
| 24 | 12-1-2027 | 2-29-2028 | 0.7621 | 0.7621 |
| | | Highest | 3.1553 | 3.1553 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 3.1075 | 0.2321 | 3.8265 | 1.4000e-003 | | 0.0361 | 0.0361 | | 0.0361 | 0.0361 | 0.0000 | 224.8948 | 224.8948 | 0.0101 | 4.0100e-003 | 226.3415 |
| Energy | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 1,351.3914 | 1,351.3914 | 0.0723 | 0.0190 | 1,358.8649 |
| Mobile | 1.0758 | 2.0509 | 12.6760 | 0.0376 | 4.5193 | 0.0268 | 4.5461 | 1.2057 | 0.0250 | 1.2307 | 0.0000 | 3,502.8318 | 3,502.8318 | 0.1902 | 0.1651 | 3,556.7756 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 105.5675 | 0.0000 | 105.5675 | 6.2389 | 0.0000 | 261.5390 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 10.4385 | 46.3723 | 56.8109 | 1.0761 | 0.0258 | 91.3976 |
| Total | 4.2480 | 2.8359 | 16.7378 | 0.0425 | 4.5193 | 0.1075 | 4.6268 | 1.2057 | 0.1058 | 1.3114 | 116.0060 | 5,125.4904 | 5,241.4964 | 7.5874 | 0.2139 | 5,494.9185 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 3.1059 | 0.2318 | 3.7996 | 1.4000e-003 | | 0.0359 | 0.0359 | | 0.0359 | 0.0359 | 0.0000 | 224.8397 | 224.8397 | 9.9700e-003 | 4.0100e-003 | 226.2842 |
| Energy | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 1,351.3914 | 1,351.3914 | 0.0723 | 0.0190 | 1,358.8649 |
| Mobile | 1.0758 | 2.0509 | 12.6760 | 0.0376 | 4.5193 | 0.0268 | 4.5461 | 1.2057 | 0.0250 | 1.2307 | 0.0000 | 3,502.8318 | 3,502.8318 | 0.1902 | 0.1651 | 3,556.7756 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 105.5675 | 0.0000 | 105.5675 | 6.2389 | 0.0000 | 261.5390 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 8.3508 | 37.0979 | 45.4487 | 0.8608 | 0.0206 | 73.1181 |
| Total | 4.2464 | 2.8356 | 16.7108 | 0.0425 | 4.5193 | 0.1074 | 4.6267 | 1.2057 | 0.1056 | 1.3113 | 113.9183 | 5,116.1608 | 5,230.0791 | 7.3721 | 0.2087 | 5,476.5817 |

| | 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 | 0.04 | 0.01 | 0.16 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 | 0.15 | 0.01 | 1.80 | 0.18 | 0.22 | 2.84 | 2.41 | 0.33 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2022 | 3/17/2023 | 5 | 120 | |
| 2 | Building Construction | Building Construction | 1/1/2023 | 7/15/2027 | 5 | 1184 | Adjusted for schedule and 505 units |
| 3 | Paving | Paving | 1/1/2023 | 11/3/2023 | 5 | 220 | |

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| | | | | | | |
|---|-----------------------|-----------------------|-----------|-----------|---|-----|
| 4 | Grading | Grading | 3/18/2023 | 5/24/2024 | 5 | 310 |
| 5 | Architectural Coating | Architectural Coating | 4/15/2027 | 2/16/2028 | 5 | 220 |

Acres of Grading (Site Preparation Phase): 180

Acres of Grading (Grading Phase): 930

Acres of Paving: 0

Residential Indoor: 1,840,725; Residential Outdoor: 613,575; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 3 | 6.10 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 10.50 | 89 | 0.20 |
| Building Construction | Generator Sets | 3 | 7.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 9.20 | 97 | 0.37 |
| Building Construction | Welders | 2 | 10.50 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 20 | 229.00 | 73.00 | 40.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 46.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 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 | | | | | |
| Fugitive Dust | | | | | 0.6826 | 0.0000 | 0.6826 | 0.3331 | 0.0000 | 0.3331 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1030 | 1.0752 | 0.6402 | 1.2400e-003 | | 0.0524 | 0.0524 | | 0.0482 | 0.0482 | 0.0000 | 108.6780 | 108.6780 | 0.0352 | 0.0000 | 109.5567 |
| Total | 0.1030 | 1.0752 | 0.6402 | 1.2400e-003 | 0.6826 | 0.0524 | 0.7350 | 0.3331 | 0.0482 | 0.3813 | 0.0000 | 108.6780 | 108.6780 | 0.0352 | 0.0000 | 109.5567 |

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3.2 Site Preparation - 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 | 1.0000e-005 | 5.9000e-004 | 1.1000e-004 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 7.0000e-005 | 2.0000e-005 | 1.0000e-005 | 2.0000e-005 | 0.0000 | 0.2250 | 0.2250 | 0.0000 | 4.0000e-005 | 0.2356 |
| 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 | 2.2400e-003 | 1.6500e-003 | 0.0176 | 4.0000e-005 | 4.6600e-003 | 3.0000e-005 | 4.6900e-003 | 1.2400e-003 | 2.0000e-005 | 1.2600e-003 | 0.0000 | 3.8243 | 3.8243 | 1.4000e-004 | 1.3000e-004 | 3.8670 |
| Total | 2.2500e-003 | 2.2400e-003 | 0.0177 | 4.0000e-005 | 4.7200e-003 | 4.0000e-005 | 4.7600e-003 | 1.2600e-003 | 3.0000e-005 | 1.2800e-003 | 0.0000 | 4.0493 | 4.0493 | 1.4000e-004 | 1.7000e-004 | 4.1025 |

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 | | | | | 0.3072 | 0.0000 | 0.3072 | 0.1499 | 0.0000 | 0.1499 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1030 | 1.0752 | 0.6402 | 1.2400e-003 | | 0.0524 | 0.0524 | | 0.0482 | 0.0482 | 0.0000 | 108.6779 | 108.6779 | 0.0352 | 0.0000 | 109.5566 |
| Total | 0.1030 | 1.0752 | 0.6402 | 1.2400e-003 | 0.3072 | 0.0524 | 0.3596 | 0.1499 | 0.0482 | 0.1981 | 0.0000 | 108.6779 | 108.6779 | 0.0352 | 0.0000 | 109.5566 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 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 | 1.0000e-005 | 5.9000e-004 | 1.1000e-004 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 7.0000e-005 | 2.0000e-005 | 1.0000e-005 | 2.0000e-005 | 0.0000 | 0.2250 | 0.2250 | 0.0000 | 4.0000e-005 | 0.2356 |
| 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 | 2.2400e-003 | 1.6500e-003 | 0.0176 | 4.0000e-005 | 4.6600e-003 | 3.0000e-005 | 4.6900e-003 | 1.2400e-003 | 2.0000e-005 | 1.2600e-003 | 0.0000 | 3.8243 | 3.8243 | 1.4000e-004 | 1.3000e-004 | 3.8670 |
| Total | 2.2500e-003 | 2.2400e-003 | 0.0177 | 4.0000e-005 | 4.7200e-003 | 4.0000e-005 | 4.7600e-003 | 1.2600e-003 | 3.0000e-005 | 1.2800e-003 | 0.0000 | 4.0493 | 4.0493 | 1.4000e-004 | 1.7000e-004 | 4.1025 |

3.2 Site Preparation - 2023

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 | | | | | 0.5923 | 0.0000 | 0.5923 | 0.2834 | 0.0000 | 0.2834 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0731 | 0.7569 | 0.5017 | 1.0500e-003 | | 0.0348 | 0.0348 | | 0.0320 | 0.0320 | 0.0000 | 91.9894 | 91.9894 | 0.0298 | 0.0000 | 92.7332 |
| Total | 0.0731 | 0.7569 | 0.5017 | 1.0500e-003 | 0.5923 | 0.0348 | 0.6271 | 0.2834 | 0.0320 | 0.3154 | 0.0000 | 91.9894 | 91.9894 | 0.0298 | 0.0000 | 92.7332 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

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 | 1.0000e-005 | 4.1000e-004 | 9.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1826 | 0.1826 | 0.0000 | 3.0000e-005 | 0.1911 |
| 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 | 1.7300e-003 | 1.2100e-003 | 0.0135 | 3.0000e-005 | 3.9400e-003 | 2.0000e-005 | 3.9600e-003 | 1.0500e-003 | 2.0000e-005 | 1.0700e-003 | 0.0000 | 3.1315 | 3.1315 | 1.1000e-004 | 1.0000e-004 | 3.1644 |
| Total | 1.7400e-003 | 1.6200e-003 | 0.0136 | 3.0000e-005 | 3.9900e-003 | 2.0000e-005 | 4.0200e-003 | 1.0700e-003 | 2.0000e-005 | 1.0900e-003 | 0.0000 | 3.3140 | 3.3140 | 1.1000e-004 | 1.3000e-004 | 3.3555 |

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 | | | | | 0.2665 | 0.0000 | 0.2665 | 0.1275 | 0.0000 | 0.1275 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0731 | 0.7569 | 0.5017 | 1.0500e-003 | | 0.0348 | 0.0348 | | 0.0320 | 0.0320 | 0.0000 | 91.9893 | 91.9893 | 0.0298 | 0.0000 | 92.7331 |
| Total | 0.0731 | 0.7569 | 0.5017 | 1.0500e-003 | 0.2665 | 0.0348 | 0.3013 | 0.1275 | 0.0320 | 0.1596 | 0.0000 | 91.9893 | 91.9893 | 0.0298 | 0.0000 | 92.7331 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

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 | 1.0000e-005 | 4.1000e-004 | 9.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1826 | 0.1826 | 0.0000 | 3.0000e-005 | 0.1911 |
| 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 | 1.7300e-003 | 1.2100e-003 | 0.0135 | 3.0000e-005 | 3.9400e-003 | 2.0000e-005 | 3.9600e-003 | 1.0500e-003 | 2.0000e-005 | 1.0700e-003 | 0.0000 | 3.1315 | 3.1315 | 1.1000e-004 | 1.0000e-004 | 3.1644 |
| Total | 1.7400e-003 | 1.6200e-003 | 0.0136 | 3.0000e-005 | 3.9900e-003 | 2.0000e-005 | 4.0200e-003 | 1.0700e-003 | 2.0000e-005 | 1.0900e-003 | 0.0000 | 3.3140 | 3.3140 | 1.1000e-004 | 1.3000e-004 | 3.3555 |

3.3 Building Construction - 2023

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 | 0.5365 | 4.9061 | 5.5438 | 9.1900e-003 | | 0.2387 | 0.2387 | | 0.2246 | 0.2246 | 0.0000 | 790.7493 | 790.7493 | 0.1881 | 0.0000 | 795.4514 |
| Total | 0.5365 | 4.9061 | 5.5438 | 9.1900e-003 | | 0.2387 | 0.2387 | | 0.2246 | 0.2246 | 0.0000 | 790.7493 | 790.7493 | 0.1881 | 0.0000 | 795.4514 |

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3.3 Building Construction - 2023

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 | 1.0000e-005 | 5.6000e-004 | 1.2000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2499 | 0.2499 | 0.0000 | 4.0000e-005 | 0.2616 |
| Vendor | 0.0107 | 0.4275 | 0.1290 | 1.9200e-003 | 0.0627 | 2.7300e-003 | 0.0655 | 0.0181 | 2.6100e-003 | 0.0207 | 0.0000 | 184.4693 | 184.4693 | 8.5000e-004 | 0.0277 | 192.7583 |
| Worker | 0.1040 | 0.0730 | 0.8095 | 2.0500e-003 | 0.2371 | 1.2300e-003 | 0.2384 | 0.0630 | 1.1300e-003 | 0.0642 | 0.0000 | 188.3314 | 188.3314 | 6.4700e-003 | 6.1000e-003 | 190.3099 |
| Total | 0.1147 | 0.5011 | 0.9387 | 3.9700e-003 | 0.2999 | 3.9700e-003 | 0.3039 | 0.0812 | 3.7500e-003 | 0.0850 | 0.0000 | 373.0505 | 373.0505 | 7.3200e-003 | 0.0339 | 383.3299 |

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 | 0.5365 | 4.9061 | 5.5437 | 9.1900e-003 | | 0.2387 | 0.2387 | | 0.2246 | 0.2246 | 0.0000 | 790.7483 | 790.7483 | 0.1881 | 0.0000 | 795.4504 |
| Total | 0.5365 | 4.9061 | 5.5437 | 9.1900e-003 | | 0.2387 | 0.2387 | | 0.2246 | 0.2246 | 0.0000 | 790.7483 | 790.7483 | 0.1881 | 0.0000 | 795.4504 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2023

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 | 1.0000e-005 | 5.6000e-004 | 1.2000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2499 | 0.2499 | 0.0000 | 4.0000e-005 | 0.2616 |
| Vendor | 0.0107 | 0.4275 | 0.1290 | 1.9200e-003 | 0.0627 | 2.7300e-003 | 0.0655 | 0.0181 | 2.6100e-003 | 0.0207 | 0.0000 | 184.4693 | 184.4693 | 8.5000e-004 | 0.0277 | 192.7583 |
| Worker | 0.1040 | 0.0730 | 0.8095 | 2.0500e-003 | 0.2371 | 1.2300e-003 | 0.2384 | 0.0630 | 1.1300e-003 | 0.0642 | 0.0000 | 188.3314 | 188.3314 | 6.4700e-003 | 6.1000e-003 | 190.3099 |
| Total | 0.1147 | 0.5011 | 0.9387 | 3.9700e-003 | 0.2999 | 3.9700e-003 | 0.3039 | 0.0812 | 3.7500e-003 | 0.0850 | 0.0000 | 373.0505 | 373.0505 | 7.3200e-003 | 0.0339 | 383.3299 |

3.3 Building Construction - 2024

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 | 0.5058 | 4.6205 | 5.5599 | 9.2600e-003 | | 0.2108 | 0.2108 | | 0.1983 | 0.1983 | 0.0000 | 796.9847 | 796.9847 | 0.1884 | 0.0000 | 801.6957 |
| Total | 0.5058 | 4.6205 | 5.5599 | 9.2600e-003 | | 0.2108 | 0.2108 | | 0.1983 | 0.1983 | 0.0000 | 796.9847 | 796.9847 | 0.1884 | 0.0000 | 801.6957 |

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3.3 Building Construction - 2024

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 | 1.0000e-005 | 5.6000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2472 | 0.2472 | 0.0000 | 4.0000e-005 | 0.2588 |
| Vendor | 0.0105 | 0.4307 | 0.1269 | 1.9100e-003 | 0.0632 | 2.7700e-003 | 0.0660 | 0.0183 | 2.6500e-003 | 0.0209 | 0.0000 | 183.0214 | 183.0214 | 8.2000e-004 | 0.0275 | 191.2356 |
| Worker | 0.0961 | 0.0645 | 0.7488 | 2.0000e-003 | 0.2390 | 1.1700e-003 | 0.2401 | 0.0635 | 1.0700e-003 | 0.0646 | 0.0000 | 183.2922 | 183.2922 | 5.8400e-003 | 5.6400e-003 | 185.1198 |
| Total | 0.1066 | 0.4958 | 0.8758 | 3.9100e-003 | 0.3023 | 3.9500e-003 | 0.3062 | 0.0818 | 3.7300e-003 | 0.0856 | 0.0000 | 366.5608 | 366.5608 | 6.6600e-003 | 0.0332 | 376.6142 |

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 | 0.5058 | 4.6205 | 5.5599 | 9.2600e-003 | | 0.2108 | 0.2108 | | 0.1983 | 0.1983 | 0.0000 | 796.9838 | 796.9838 | 0.1884 | 0.0000 | 801.6948 |
| Total | 0.5058 | 4.6205 | 5.5599 | 9.2600e-003 | | 0.2108 | 0.2108 | | 0.1983 | 0.1983 | 0.0000 | 796.9838 | 796.9838 | 0.1884 | 0.0000 | 801.6948 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2024

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 | 1.0000e-005 | 5.6000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2472 | 0.2472 | 0.0000 | 4.0000e-005 | 0.2588 |
| Vendor | 0.0105 | 0.4307 | 0.1269 | 1.9100e-003 | 0.0632 | 2.7700e-003 | 0.0660 | 0.0183 | 2.6500e-003 | 0.0209 | 0.0000 | 183.0214 | 183.0214 | 8.2000e-004 | 0.0275 | 191.2356 |
| Worker | 0.0961 | 0.0645 | 0.7488 | 2.0000e-003 | 0.2390 | 1.1700e-003 | 0.2401 | 0.0635 | 1.0700e-003 | 0.0646 | 0.0000 | 183.2922 | 183.2922 | 5.8400e-003 | 5.6400e-003 | 185.1198 |
| Total | 0.1066 | 0.4958 | 0.8758 | 3.9100e-003 | 0.3023 | 3.9500e-003 | 0.3062 | 0.0818 | 3.7300e-003 | 0.0856 | 0.0000 | 366.5608 | 366.5608 | 6.6600e-003 | 0.0332 | 376.6142 |

3.3 Building Construction - 2025

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 | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1841 | 794.1841 | 0.1867 | 0.0000 | 798.8507 |
| Total | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1841 | 794.1841 | 0.1867 | 0.0000 | 798.8507 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2025

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 | 1.0000e-005 | 5.5000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2409 | 0.2409 | 0.0000 | 4.0000e-005 | 0.2522 |
| Vendor | 0.0102 | 0.4273 | 0.1241 | 1.8700e-003 | 0.0630 | 2.7600e-003 | 0.0657 | 0.0182 | 2.6400e-003 | 0.0209 | 0.0000 | 179.1013 | 179.1013 | 8.0000e-004 | 0.0269 | 187.1275 |
| Worker | 0.0883 | 0.0569 | 0.6867 | 1.9200e-003 | 0.2380 | 1.1000e-003 | 0.2391 | 0.0633 | 1.0100e-003 | 0.0643 | 0.0000 | 176.3981 | 176.3981 | 5.2300e-003 | 5.2000e-003 | 178.0779 |
| Total | 0.0985 | 0.4847 | 0.8110 | 3.7900e-003 | 0.3011 | 3.8700e-003 | 0.3050 | 0.0815 | 3.6600e-003 | 0.0852 | 0.0000 | 355.7403 | 355.7403 | 6.0300e-003 | 0.0321 | 365.4576 |

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 | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1832 | 794.1832 | 0.1867 | 0.0000 | 798.8497 |
| Total | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1832 | 794.1832 | 0.1867 | 0.0000 | 798.8497 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2025

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 | 1.0000e-005 | 5.5000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2409 | 0.2409 | 0.0000 | 4.0000e-005 | 0.2522 |
| Vendor | 0.0102 | 0.4273 | 0.1241 | 1.8700e-003 | 0.0630 | 2.7600e-003 | 0.0657 | 0.0182 | 2.6400e-003 | 0.0209 | 0.0000 | 179.1013 | 179.1013 | 8.0000e-004 | 0.0269 | 187.1275 |
| Worker | 0.0883 | 0.0569 | 0.6867 | 1.9200e-003 | 0.2380 | 1.1000e-003 | 0.2391 | 0.0633 | 1.0100e-003 | 0.0643 | 0.0000 | 176.3981 | 176.3981 | 5.2300e-003 | 5.2000e-003 | 178.0779 |
| Total | 0.0985 | 0.4847 | 0.8110 | 3.7900e-003 | 0.3011 | 3.8700e-003 | 0.3050 | 0.0815 | 3.6600e-003 | 0.0852 | 0.0000 | 355.7403 | 355.7403 | 6.0300e-003 | 0.0321 | 365.4576 |

3.3 Building Construction - 2026

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 | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1841 | 794.1841 | 0.1867 | 0.0000 | 798.8507 |
| Total | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1841 | 794.1841 | 0.1867 | 0.0000 | 798.8507 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2026

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 | 1.0000e-005 | 5.5000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2355 | 0.2355 | 0.0000 | 4.0000e-005 | 0.2466 |
| Vendor | 9.9800e-003 | 0.4245 | 0.1221 | 1.8300e-003 | 0.0630 | 2.7400e-003 | 0.0657 | 0.0182 | 2.6300e-003 | 0.0208 | 0.0000 | 175.7996 | 175.7996 | 7.7000e-004 | 0.0263 | 183.6656 |
| Worker | 0.0818 | 0.0506 | 0.6397 | 1.8600e-003 | 0.2380 | 1.0400e-003 | 0.2391 | 0.0633 | 9.5000e-004 | 0.0642 | 0.0000 | 170.5185 | 170.5185 | 4.7100e-003 | 4.8400e-003 | 172.0781 |
| Total | 0.0918 | 0.4757 | 0.7620 | 3.6900e-003 | 0.3011 | 3.7900e-003 | 0.3049 | 0.0815 | 3.5900e-003 | 0.0851 | 0.0000 | 346.5536 | 346.5536 | 5.4800e-003 | 0.0312 | 355.9903 |

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 | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1832 | 794.1832 | 0.1867 | 0.0000 | 798.8497 |
| Total | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1832 | 794.1832 | 0.1867 | 0.0000 | 798.8497 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2026

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 | 1.0000e-005 | 5.5000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2355 | 0.2355 | 0.0000 | 4.0000e-005 | 0.2466 |
| Vendor | 9.9800e-003 | 0.4245 | 0.1221 | 1.8300e-003 | 0.0630 | 2.7400e-003 | 0.0657 | 0.0182 | 2.6300e-003 | 0.0208 | 0.0000 | 175.7996 | 175.7996 | 7.7000e-004 | 0.0263 | 183.6656 |
| Worker | 0.0818 | 0.0506 | 0.6397 | 1.8600e-003 | 0.2380 | 1.0400e-003 | 0.2391 | 0.0633 | 9.5000e-004 | 0.0642 | 0.0000 | 170.5185 | 170.5185 | 4.7100e-003 | 4.8400e-003 | 172.0781 |
| Total | 0.0918 | 0.4757 | 0.7620 | 3.6900e-003 | 0.3011 | 3.7900e-003 | 0.3049 | 0.0815 | 3.5900e-003 | 0.0851 | 0.0000 | 346.5536 | 346.5536 | 5.4800e-003 | 0.0312 | 355.9903 |

3.3 Building Construction - 2027

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 | 0.2511 | 2.2901 | 2.9559 | 4.9500e-003 | | 0.0969 | 0.0969 | | 0.0911 | 0.0911 | 0.0000 | 425.9991 | 425.9991 | 0.1001 | 0.0000 | 428.5023 |
| Total | 0.2511 | 2.2901 | 2.9559 | 4.9500e-003 | | 0.0969 | 0.0969 | | 0.0911 | 0.0911 | 0.0000 | 425.9991 | 425.9991 | 0.1001 | 0.0000 | 428.5023 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | 2.9000e-004 | 6.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1232 | 0.1232 | 0.0000 | 2.0000e-005 | 0.1290 |
| Vendor | 5.2500e-003 | 0.2259 | 0.0646 | 9.6000e-004 | 0.0338 | 1.4600e-003 | 0.0353 | 9.7700e-003 | 1.4000e-003 | 0.0112 | 0.0000 | 92.3972 | 92.3972 | 4.0000e-004 | 0.0138 | 96.5259 |
| Worker | 0.0408 | 0.0244 | 0.3204 | 9.7000e-004 | 0.1277 | 5.2000e-004 | 0.1282 | 0.0340 | 4.8000e-004 | 0.0344 | 0.0000 | 88.7442 | 88.7442 | 2.2900e-003 | 2.4400e-003 | 89.5279 |
| Total | 0.0460 | 0.2507 | 0.3851 | 1.9300e-003 | 0.1615 | 1.9800e-003 | 0.1635 | 0.0437 | 1.8800e-003 | 0.0456 | 0.0000 | 181.2647 | 181.2647 | 2.6900e-003 | 0.0163 | 186.1828 |

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 | 0.2511 | 2.2901 | 2.9559 | 4.9500e-003 | | 0.0969 | 0.0969 | | 0.0911 | 0.0911 | 0.0000 | 425.9986 | 425.9986 | 0.1001 | 0.0000 | 428.5018 |
| Total | 0.2511 | 2.2901 | 2.9559 | 4.9500e-003 | | 0.0969 | 0.0969 | | 0.0911 | 0.0911 | 0.0000 | 425.9986 | 425.9986 | 0.1001 | 0.0000 | 428.5018 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | 2.9000e-004 | 6.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1232 | 0.1232 | 0.0000 | 2.0000e-005 | 0.1290 |
| Vendor | 5.2500e-003 | 0.2259 | 0.0646 | 9.6000e-004 | 0.0338 | 1.4600e-003 | 0.0353 | 9.7700e-003 | 1.4000e-003 | 0.0112 | 0.0000 | 92.3972 | 92.3972 | 4.0000e-004 | 0.0138 | 96.5259 |
| Worker | 0.0408 | 0.0244 | 0.3204 | 9.7000e-004 | 0.1277 | 5.2000e-004 | 0.1282 | 0.0340 | 4.8000e-004 | 0.0344 | 0.0000 | 88.7442 | 88.7442 | 2.2900e-003 | 2.4400e-003 | 89.5279 |
| Total | 0.0460 | 0.2507 | 0.3851 | 1.9300e-003 | 0.1615 | 1.9800e-003 | 0.1635 | 0.0437 | 1.8800e-003 | 0.0456 | 0.0000 | 181.2647 | 181.2647 | 2.6900e-003 | 0.0163 | 186.1828 |

3.4 Paving - 2023

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 | 0.1136 | 1.1211 | 1.6043 | 2.5100e-003 | | 0.0561 | 0.0561 | | 0.0516 | 0.0516 | 0.0000 | 220.2955 | 220.2955 | 0.0713 | 0.0000 | 222.0767 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.1136 | 1.1211 | 1.6043 | 2.5100e-003 | | 0.0561 | 0.0561 | | 0.0516 | 0.0516 | 0.0000 | 220.2955 | 220.2955 | 0.0713 | 0.0000 | 222.0767 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2023

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 | 1.0000e-005 | 7.6000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3414 | 0.3414 | 0.0000 | 5.0000e-005 | 0.3574 |
| Vendor | 5.0000e-004 | 0.0198 | 5.9800e-003 | 9.0000e-005 | 2.9100e-003 | 1.3000e-004 | 3.0400e-003 | 8.4000e-004 | 1.2000e-004 | 9.6000e-004 | 0.0000 | 8.5528 | 8.5528 | 4.0000e-005 | 1.2900e-003 | 8.9372 |
| Worker | 5.7600e-003 | 4.0500e-003 | 0.0449 | 1.1000e-004 | 0.0131 | 7.0000e-005 | 0.0132 | 3.4900e-003 | 6.0000e-005 | 3.5600e-003 | 0.0000 | 10.4383 | 10.4383 | 3.6000e-004 | 3.4000e-004 | 10.5479 |
| Total | 6.2700e-003 | 0.0246 | 0.0510 | 2.0000e-004 | 0.0162 | 2.1000e-004 | 0.0164 | 4.3600e-003 | 1.9000e-004 | 4.5600e-003 | 0.0000 | 19.3325 | 19.3325 | 4.0000e-004 | 1.6800e-003 | 19.8425 |

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 | 0.1136 | 1.1211 | 1.6043 | 2.5100e-003 | | 0.0561 | 0.0561 | | 0.0516 | 0.0516 | 0.0000 | 220.2953 | 220.2953 | 0.0713 | 0.0000 | 222.0765 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.1136 | 1.1211 | 1.6043 | 2.5100e-003 | | 0.0561 | 0.0561 | | 0.0516 | 0.0516 | 0.0000 | 220.2953 | 220.2953 | 0.0713 | 0.0000 | 222.0765 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2023

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 | 1.0000e-005 | 7.6000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3414 | 0.3414 | 0.0000 | 5.0000e-005 | 0.3574 |
| Vendor | 5.0000e-004 | 0.0198 | 5.9800e-003 | 9.0000e-005 | 2.9100e-003 | 1.3000e-004 | 3.0400e-003 | 8.4000e-004 | 1.2000e-004 | 9.6000e-004 | 0.0000 | 8.5528 | 8.5528 | 4.0000e-005 | 1.2900e-003 | 8.9372 |
| Worker | 5.7600e-003 | 4.0500e-003 | 0.0449 | 1.1000e-004 | 0.0131 | 7.0000e-005 | 0.0132 | 3.4900e-003 | 6.0000e-005 | 3.5600e-003 | 0.0000 | 10.4383 | 10.4383 | 3.6000e-004 | 3.4000e-004 | 10.5479 |
| Total | 6.2700e-003 | 0.0246 | 0.0510 | 2.0000e-004 | 0.0162 | 2.1000e-004 | 0.0164 | 4.3600e-003 | 1.9000e-004 | 4.5600e-003 | 0.0000 | 19.3325 | 19.3325 | 4.0000e-004 | 1.6800e-003 | 19.8425 |

3.5 Grading - 2023

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 | | | | | 1.1104 | 0.0000 | 1.1104 | 0.3926 | 0.0000 | 0.3926 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.3405 | 3.5379 | 2.8752 | 6.3600e-003 | | 0.1460 | 0.1460 | | 0.1343 | 0.1343 | 0.0000 | 558.9859 | 558.9859 | 0.1808 | 0.0000 | 563.5056 |
| Total | 0.3405 | 3.5379 | 2.8752 | 6.3600e-003 | 1.1104 | 0.1460 | 1.2564 | 0.3926 | 0.1343 | 0.5269 | 0.0000 | 558.9859 | 558.9859 | 0.1808 | 0.0000 | 563.5056 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2023

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 | 1.0000e-005 | 6.7000e-004 | 1.4000e-004 | 0.0000 | 9.0000e-005 | 1.0000e-005 | 1.0000e-004 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3010 | 0.3010 | 0.0000 | 5.0000e-005 | 0.3152 |
| 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 | 7.1600e-003 | 5.0300e-003 | 0.0557 | 1.4000e-004 | 0.0163 | 8.0000e-005 | 0.0164 | 4.3400e-003 | 8.0000e-005 | 4.4200e-003 | 0.0000 | 12.9687 | 12.9687 | 4.5000e-004 | 4.2000e-004 | 13.1050 |
| Total | 7.1700e-003 | 5.7000e-003 | 0.0559 | 1.4000e-004 | 0.0164 | 9.0000e-005 | 0.0165 | 4.3600e-003 | 9.0000e-005 | 4.4500e-003 | 0.0000 | 13.2698 | 13.2698 | 4.5000e-004 | 4.7000e-004 | 13.4201 |

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 | | | | | 0.4997 | 0.0000 | 0.4997 | 0.1767 | 0.0000 | 0.1767 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.3405 | 3.5378 | 2.8752 | 6.3600e-003 | | 0.1460 | 0.1460 | | 0.1343 | 0.1343 | 0.0000 | 558.9852 | 558.9852 | 0.1808 | 0.0000 | 563.5049 |
| Total | 0.3405 | 3.5378 | 2.8752 | 6.3600e-003 | 0.4997 | 0.1460 | 0.6457 | 0.1767 | 0.1343 | 0.3110 | 0.0000 | 558.9852 | 558.9852 | 0.1808 | 0.0000 | 563.5049 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2023

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 | 1.0000e-005 | 6.7000e-004 | 1.4000e-004 | 0.0000 | 9.0000e-005 | 1.0000e-005 | 1.0000e-004 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3010 | 0.3010 | 0.0000 | 5.0000e-005 | 0.3152 |
| 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 | 7.1600e-003 | 5.0300e-003 | 0.0557 | 1.4000e-004 | 0.0163 | 8.0000e-005 | 0.0164 | 4.3400e-003 | 8.0000e-005 | 4.4200e-003 | 0.0000 | 12.9687 | 12.9687 | 4.5000e-004 | 4.2000e-004 | 13.1050 |
| Total | 7.1700e-003 | 5.7000e-003 | 0.0559 | 1.4000e-004 | 0.0164 | 9.0000e-005 | 0.0165 | 4.3600e-003 | 9.0000e-005 | 4.4500e-003 | 0.0000 | 13.2698 | 13.2698 | 4.5000e-004 | 4.7000e-004 | 13.4201 |

3.5 Grading - 2024

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 | | | | | 0.8093 | 0.0000 | 0.8093 | 0.2270 | 0.0000 | 0.2270 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1690 | 1.6998 | 1.4555 | 3.2600e-003 | | 0.0701 | 0.0701 | | 0.0645 | 0.0645 | 0.0000 | 286.2275 | 286.2275 | 0.0926 | 0.0000 | 288.5418 |
| Total | 0.1690 | 1.6998 | 1.4555 | 3.2600e-003 | 0.8093 | 0.0701 | 0.8794 | 0.2270 | 0.0645 | 0.2915 | 0.0000 | 286.2275 | 286.2275 | 0.0926 | 0.0000 | 288.5418 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2024

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 | 1.0000e-005 | 3.4000e-004 | 7.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1513 | 0.1513 | 0.0000 | 2.0000e-005 | 0.1584 |
| 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 | 3.3600e-003 | 2.2600e-003 | 0.0262 | 7.0000e-005 | 8.3600e-003 | 4.0000e-005 | 8.4000e-003 | 2.2200e-003 | 4.0000e-005 | 2.2600e-003 | 0.0000 | 6.4154 | 6.4154 | 2.0000e-004 | 2.0000e-004 | 6.4794 |
| Total | 3.3700e-003 | 2.6000e-003 | 0.0263 | 7.0000e-005 | 8.4100e-003 | 4.0000e-005 | 8.4500e-003 | 2.2300e-003 | 4.0000e-005 | 2.2800e-003 | 0.0000 | 6.5668 | 6.5668 | 2.0000e-004 | 2.2000e-004 | 6.6379 |

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 | | | | | 0.3642 | 0.0000 | 0.3642 | 0.1022 | 0.0000 | 0.1022 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1690 | 1.6998 | 1.4555 | 3.2600e-003 | | 0.0701 | 0.0701 | | 0.0645 | 0.0645 | 0.0000 | 286.2272 | 286.2272 | 0.0926 | 0.0000 | 288.5415 |
| Total | 0.1690 | 1.6998 | 1.4555 | 3.2600e-003 | 0.3642 | 0.0701 | 0.4343 | 0.1022 | 0.0645 | 0.1667 | 0.0000 | 286.2272 | 286.2272 | 0.0926 | 0.0000 | 288.5415 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2024

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 | 1.0000e-005 | 3.4000e-004 | 7.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1513 | 0.1513 | 0.0000 | 2.0000e-005 | 0.1584 |
| 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 | 3.3600e-003 | 2.2600e-003 | 0.0262 | 7.0000e-005 | 8.3600e-003 | 4.0000e-005 | 8.4000e-003 | 2.2200e-003 | 4.0000e-005 | 2.2600e-003 | 0.0000 | 6.4154 | 6.4154 | 2.0000e-004 | 2.0000e-004 | 6.4794 |
| Total | 3.3700e-003 | 2.6000e-003 | 0.0263 | 7.0000e-005 | 8.4100e-003 | 4.0000e-005 | 8.4500e-003 | 2.2300e-003 | 4.0000e-005 | 2.2800e-003 | 0.0000 | 6.5668 | 6.5668 | 2.0000e-004 | 2.2000e-004 | 6.6379 |

3.6 Architectural Coating - 2027

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 | 2.4173 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0160 | 0.1071 | 0.1692 | 2.8000e-004 | | 4.8200e-003 | 4.8200e-003 | | 4.8200e-003 | 4.8200e-003 | 0.0000 | 23.8729 | 23.8729 | 1.3000e-003 | 0.0000 | 23.9055 |
| Total | 2.4333 | 0.1071 | 0.1692 | 2.8000e-004 | | 4.8200e-003 | 4.8200e-003 | | 4.8200e-003 | 4.8200e-003 | 0.0000 | 23.8729 | 23.8729 | 1.3000e-003 | 0.0000 | 23.9055 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.0000e-004 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0443 | 0.0443 | 0.0000 | 1.0000e-005 | 0.0464 |
| 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 | 0.0109 | 6.5500e-003 | 0.0860 | 2.6000e-004 | 0.0343 | 1.4000e-004 | 0.0344 | 9.1100e-003 | 1.3000e-004 | 9.2400e-003 | 0.0000 | 23.8109 | 23.8109 | 6.2000e-004 | 6.5000e-004 | 24.0212 |
| Total | 0.0109 | 6.6500e-003 | 0.0860 | 2.6000e-004 | 0.0343 | 1.4000e-004 | 0.0344 | 9.1100e-003 | 1.3000e-004 | 9.2400e-003 | 0.0000 | 23.8552 | 23.8552 | 6.2000e-004 | 6.6000e-004 | 24.0675 |

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 | 2.4173 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0160 | 0.1071 | 0.1692 | 2.8000e-004 | | 4.8200e-003 | 4.8200e-003 | | 4.8200e-003 | 4.8200e-003 | 0.0000 | 23.8729 | 23.8729 | 1.3000e-003 | 0.0000 | 23.9055 |
| Total | 2.4333 | 0.1071 | 0.1692 | 2.8000e-004 | | 4.8200e-003 | 4.8200e-003 | | 4.8200e-003 | 4.8200e-003 | 0.0000 | 23.8729 | 23.8729 | 1.3000e-003 | 0.0000 | 23.9055 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.0000e-004 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0443 | 0.0443 | 0.0000 | 1.0000e-005 | 0.0464 |
| 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 | 0.0109 | 6.5500e-003 | 0.0860 | 2.6000e-004 | 0.0343 | 1.4000e-004 | 0.0344 | 9.1100e-003 | 1.3000e-004 | 9.2400e-003 | 0.0000 | 23.8109 | 23.8109 | 6.2000e-004 | 6.5000e-004 | 24.0212 |
| Total | 0.0109 | 6.6500e-003 | 0.0860 | 2.6000e-004 | 0.0343 | 1.4000e-004 | 0.0344 | 9.1100e-003 | 1.3000e-004 | 9.2400e-003 | 0.0000 | 23.8552 | 23.8552 | 6.2000e-004 | 6.6000e-004 | 24.0675 |

3.6 Architectural Coating - 2028

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 | 0.4266 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.8200e-003 | 0.0189 | 0.0299 | 5.0000e-005 | | 8.5000e-004 | 8.5000e-004 | | 8.5000e-004 | 8.5000e-004 | 0.0000 | 4.2129 | 4.2129 | 2.3000e-004 | 0.0000 | 4.2186 |
| Total | 0.4294 | 0.0189 | 0.0299 | 5.0000e-005 | | 8.5000e-004 | 8.5000e-004 | | 8.5000e-004 | 8.5000e-004 | 0.0000 | 4.2129 | 4.2129 | 2.3000e-004 | 0.0000 | 4.2186 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

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 | 2.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 7.6300e-003 | 7.6300e-003 | 0.0000 | 0.0000 | 7.9800e-003 |
| 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 | 1.8000e-003 | 1.0500e-003 | 0.0143 | 4.0000e-005 | 6.0500e-003 | 2.0000e-005 | 6.0700e-003 | 1.6100e-003 | 2.0000e-005 | 1.6300e-003 | 0.0000 | 4.0862 | 4.0862 | 1.0000e-004 | 1.1000e-004 | 4.1212 |
| Total | 1.8000e-003 | 1.0700e-003 | 0.0143 | 4.0000e-005 | 6.0500e-003 | 2.0000e-005 | 6.0700e-003 | 1.6100e-003 | 2.0000e-005 | 1.6300e-003 | 0.0000 | 4.0938 | 4.0938 | 1.0000e-004 | 1.1000e-004 | 4.1292 |

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 | 0.4266 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.8200e-003 | 0.0189 | 0.0299 | 5.0000e-005 | | 8.5000e-004 | 8.5000e-004 | | 8.5000e-004 | 8.5000e-004 | 0.0000 | 4.2129 | 4.2129 | 2.3000e-004 | 0.0000 | 4.2186 |
| Total | 0.4294 | 0.0189 | 0.0299 | 5.0000e-005 | | 8.5000e-004 | 8.5000e-004 | | 8.5000e-004 | 8.5000e-004 | 0.0000 | 4.2129 | 4.2129 | 2.3000e-004 | 0.0000 | 4.2186 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

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 | 2.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 7.6300e-003 | 7.6300e-003 | 0.0000 | 0.0000 | 7.9800e-003 |
| 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 | 1.8000e-003 | 1.0500e-003 | 0.0143 | 4.0000e-005 | 6.0500e-003 | 2.0000e-005 | 6.0700e-003 | 1.6100e-003 | 2.0000e-005 | 1.6300e-003 | 0.0000 | 4.0862 | 4.0862 | 1.0000e-004 | 1.1000e-004 | 4.1212 |
| Total | 1.8000e-003 | 1.0700e-003 | 0.0143 | 4.0000e-005 | 6.0500e-003 | 2.0000e-005 | 6.0700e-003 | 1.6100e-003 | 2.0000e-005 | 1.6300e-003 | 0.0000 | 4.0938 | 4.0938 | 1.0000e-004 | 1.1000e-004 | 4.1292 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 1.0758 | 2.0509 | 12.6760 | 0.0376 | 4.5193 | 0.0268 | 4.5461 | 1.2057 | 0.0250 | 1.2307 | 0.0000 | 3,502.8318 | 3,502.8318 | 0.1902 | 0.1651 | 3,556.7756 |
| Unmitigated | 1.0758 | 2.0509 | 12.6760 | 0.0376 | 4.5193 | 0.0268 | 4.5461 | 1.2057 | 0.0250 | 1.2307 | 0.0000 | 3,502.8318 | 3,502.8318 | 0.1902 | 0.1651 | 3,556.7756 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-----------------------|-------------------------|----------|----------|-------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Single Family Housing | 4,315.97 | 4,315.97 | 4315.97 | 12,165,582 | 12,165,582 |
| Total | 4,315.97 | 4,315.97 | 4,315.97 | 12,165,582 | 12,165,582 |

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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Single Family Housing | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |

5.0 Energy Detail

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 711.0084 | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 711.0084 | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |
| NaturalGas Mitigated | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| NaturalGas Unmitigated | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| City Park | 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 |
| Single Family Housing | 1.20003e+007 | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| Total | | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |

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 | | | | | |
| City Park | 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 |
| Single Family Housing | 1.20003e+007 | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| Total | | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 4.00917e+006 | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |
| Total | | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 4.00917e+006 | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |
| Total | | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |

6.0 Area Detail

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | 3.1059 | 0.2318 | 3.7996 | 1.4000e-003 | | 0.0359 | 0.0359 | | 0.0359 | 0.0359 | 0.0000 | 224.8397 | 224.8397 | 9.9700e-003 | 4.0100e-003 | 226.2842 |
| Unmitigated | 3.1075 | 0.2321 | 3.8265 | 1.4000e-003 | | 0.0361 | 0.0361 | | 0.0361 | 0.0361 | 0.0000 | 224.8948 | 224.8948 | 0.0101 | 4.0100e-003 | 226.3415 |

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.2844 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 2.6885 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0221 | 0.1889 | 0.0804 | 1.2100e-003 | | 0.0153 | 0.0153 | | 0.0153 | 0.0153 | 0.0000 | 218.7697 | 218.7697 | 4.1900e-003 | 4.0100e-003 | 220.0698 |
| Landscaping | 0.1125 | 0.0432 | 3.7462 | 2.0000e-004 | | 0.0208 | 0.0208 | | 0.0208 | 0.0208 | 0.0000 | 6.1251 | 6.1251 | 5.8700e-003 | 0.0000 | 6.2717 |
| Total | 3.1075 | 0.2321 | 3.8265 | 1.4100e-003 | | 0.0361 | 0.0361 | | 0.0361 | 0.0361 | 0.0000 | 224.8948 | 224.8948 | 0.0101 | 4.0100e-003 | 226.3415 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.2844 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 2.6885 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0221 | 0.1889 | 0.0804 | 1.2100e-003 | | 0.0153 | 0.0153 | | 0.0153 | 0.0153 | 0.0000 | 218.7697 | 218.7697 | 4.1900e-003 | 4.0100e-003 | 220.0698 |
| Landscaping | 0.1109 | 0.0429 | 3.7192 | 2.0000e-004 | | 0.0206 | 0.0206 | | 0.0206 | 0.0206 | 0.0000 | 6.0699 | 6.0699 | 5.7800e-003 | 0.0000 | 6.2145 |
| Total | 3.1059 | 0.2318 | 3.7996 | 1.4100e-003 | | 0.0359 | 0.0359 | | 0.0359 | 0.0359 | 0.0000 | 224.8397 | 224.8397 | 9.9700e-003 | 4.0100e-003 | 226.2842 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 1 Single-family Residential - Unmitigated Construction and 2028 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|---------|
| Category | MT/yr | | | |
| Mitigated | 45.4487 | 0.8608 | 0.0206 | 73.1181 |
| Unmitigated | 56.8109 | 1.0761 | 0.0258 | 91.3976 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 3.09785 | 1.9229 | 1.6000e-004 | 2.0000e-005 | 1.9328 |
| Single Family Housing | 32.9028 / 20.7431 | 54.8880 | 1.0759 | 0.0258 | 89.4648 |
| Total | | 56.8109 | 1.0761 | 0.0258 | 91.3976 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 2.47828 | 1.5383 | 1.3000e-004 | 2.0000e-005 | 1.5462 |
| Single Family Housing | 26.3222 / 16.5944 | 43.9104 | 0.8607 | 0.0206 | 71.5718 |
| Total | | 45.4487 | 0.8608 | 0.0206 | 73.1181 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| | MT/yr | | | |
| Mitigated | 105.5675 | 6.2389 | 0.0000 | 261.5390 |
| Unmitigated | 105.5675 | 6.2389 | 0.0000 | 261.5390 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.22 | 0.0447 | 2.6400e-003 | 0.0000 | 0.1106 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 105.5675 | 6.2389 | 0.0000 | 261.5390 |

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.22 | 0.0447 | 2.6400e-003 | 0.0000 | 0.1106 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 105.5675 | 6.2389 | 0.0000 | 261.5390 |

9.0 Operational Offroad

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 1 Commercial - Unmitigated Construction and 2025 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Commercial - Unmitigated Construction and 2025 Operations

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|--------|----------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 4.80 | Acre | 4.80 | 209,088.00 | 0 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469.20 | 0 |
| Discount Club | 160.52 | 1000sqft | 3.69 | 160,523.00 | 0 |
| Regional Shopping Center | 27.90 | 1000sqft | 0.64 | 27,900.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2025 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 390.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - APN 077-100-088, Phase 1 commercial development/mixed use

Land Use - Phase 1 Commercial

Commercial Neighborhood/Shopping Center/Mixed Use

Square footage updated based on assumptions used in the project-specific trip generation table prepared for the Traffic Impact Analysis.

Construction Phase - Default construction schedule

No demolition

Assumed to start immediately following completion of Phase 1, Tier 1 Multifamily Residential construction

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-road Equipment -

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment). Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Trip rates derived from project-specific daily trips.

Phase 1 Commercial - Shopping Center/Mixed Use:

Updated pass-by to match project-specific percentages

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings and building code standards (outside outlets)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|---------------------------------|---------------|------------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblLandUse | LandUseSquareFeet | 160,520.00 | 160,523.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|--------|
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | DV_TP | 40.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 15.00 | 20.40 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 45.00 | 79.60 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 53.75 | 99.38 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | SU_TR | 33.67 | 99.38 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | WD_TR | 41.80 | 99.38 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2024 | 0.0163 | 0.1638 | 0.1128 | 2.4000e-004 | 0.1252 | 7.3900e-003 | 0.1326 | 0.0616 | 6.7900e-003 | 0.0683 | 0.0000 | 20.9687 | 20.9687 | 6.5100e-003 | 6.0000e-005 | 21.1486 |
| 2025 | 0.3667 | 2.7987 | 3.5916 | 0.0113 | 0.8111 | 0.0815 | 0.8927 | 0.2716 | 0.0764 | 0.3480 | 0.0000 | 1,031.8625 | 1,031.8625 | 0.0924 | 0.0695 | 1,054.8721 |
| 2026 | 0.3845 | 2.7341 | 3.6442 | 0.0117 | 0.6270 | 0.0762 | 0.7032 | 0.1704 | 0.0716 | 0.2420 | 0.0000 | 1,074.6295 | 1,074.6295 | 0.0839 | 0.0755 | 1,099.2271 |
| 2027 | 0.6739 | 0.0493 | 0.1118 | 2.3000e-004 | 0.0146 | 2.2200e-003 | 0.0168 | 3.8700e-003 | 2.1200e-003 | 5.9900e-003 | 0.0000 | 20.8309 | 20.8309 | 2.4500e-003 | 3.2000e-004 | 20.9888 |
| Maximum | 0.6739 | 2.7987 | 3.6442 | 0.0117 | 0.8111 | 0.0815 | 0.8927 | 0.2716 | 0.0764 | 0.3480 | 0.0000 | 1,074.6295 | 1,074.6295 | 0.0924 | 0.0755 | 1,099.2271 |

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2.1 Overall Construction

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|---------------|------------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2024 | 0.0163 | 0.1638 | 0.1128 | 2.4000e-004 | 0.0569 | 7.3900e-003 | 0.0643 | 0.0278 | 6.7900e-003 | 0.0346 | 0.0000 | 20.9687 | 20.9687 | 6.5100e-003 | 6.0000e-005 | 21.1486 |
| 2025 | 0.3667 | 2.7987 | 3.5916 | 0.0113 | 0.6750 | 0.0815 | 0.7565 | 0.2064 | 0.0764 | 0.2828 | 0.0000 | 1,031.862 1 | 1,031.862 1 | 0.0924 | 0.0695 | 1,054.871 7 |
| 2026 | 0.3845 | 2.7341 | 3.6442 | 0.0117 | 0.6270 | 0.0762 | 0.7032 | 0.1704 | 0.0716 | 0.2420 | 0.0000 | 1,074.629 2 | 1,074.629 2 | 0.0839 | 0.0755 | 1,099.226 8 |
| 2027 | 0.6739 | 0.0493 | 0.1118 | 2.3000e-004 | 0.0146 | 2.2200e-003 | 0.0168 | 3.8700e-003 | 2.1200e-003 | 5.9900e-003 | 0.0000 | 20.8309 | 20.8309 | 2.4500e-003 | 3.2000e-004 | 20.9888 |
| Maximum | 0.6739 | 2.7987 | 3.6442 | 0.0117 | 0.6750 | 0.0815 | 0.7565 | 0.2064 | 0.0764 | 0.2828 | 0.0000 | 1,074.629 2 | 1,074.629 2 | 0.0924 | 0.0755 | 1,099.226 8 |

| | 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 | 12.96 | 0.00 | 11.72 | 19.49 | 0.00 | 14.89 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 12-14-2024 | 3-13-2025 | 0.6662 | 0.6662 |
| 2 | 3-14-2025 | 6-13-2025 | 0.8381 | 0.8381 |
| 3 | 6-14-2025 | 9-13-2025 | 0.8377 | 0.8377 |
| 4 | 9-14-2025 | 12-13-2025 | 0.8435 | 0.8435 |
| 5 | 12-14-2025 | 3-13-2026 | 0.8301 | 0.8301 |
| 6 | 3-14-2026 | 6-13-2026 | 0.8318 | 0.8318 |
| 7 | 6-14-2026 | 9-13-2026 | 0.8282 | 0.8282 |
| 8 | 9-14-2026 | 12-13-2026 | 0.7178 | 0.7178 |

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| | | | | |
|---|------------|-----------|--------|--------|
| 9 | 12-14-2026 | 3-13-2027 | 0.7967 | 0.7967 |
| | | Highest | 0.8435 | 0.8435 |

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 | 0.6917 | 2.0000e-005 | 1.9500e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.8000e-003 | 3.8000e-003 | 1.0000e-005 | 0.0000 | 4.0500e-003 |
| Energy | 5.7400e-003 | 0.0522 | 0.0438 | 3.1000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 438.5374 | 438.5374 | 0.0333 | 4.9500e-003 | 440.8442 |
| Mobile | 8.3728 | 12.4949 | 71.2856 | 0.1574 | 15.9273 | 0.1374 | 16.0646 | 4.2621 | 0.1289 | 4.3910 | 0.0000 | 14,547.1216 | 14,547.1216 | 0.8546 | 0.8139 | 14,811.0208 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 146.0804 | 0.0000 | 146.0804 | 8.6331 | 0.0000 | 361.9081 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4.4278 | 18.7028 | 23.1306 | 0.4564 | 0.0109 | 37.7966 |
| Total | 9.0702 | 12.5471 | 71.3314 | 0.1577 | 15.9273 | 0.1414 | 16.0686 | 4.2621 | 0.1329 | 4.3950 | 150.5083 | 15,004.3656 | 15,154.8738 | 9.9774 | 0.8298 | 15,651.5737 |

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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 | 0.6917 | 2.0000e-005 | 1.9300e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.7500e-003 | 3.7500e-003 | 1.0000e-005 | 0.0000 | 3.9900e-003 |
| Energy | 5.7400e-003 | 0.0522 | 0.0438 | 3.1000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 438.5374 | 438.5374 | 0.0333 | 4.9500e-003 | 440.8442 |
| Mobile | 8.3728 | 12.4949 | 71.2856 | 0.1574 | 15.9273 | 0.1374 | 16.0646 | 4.2621 | 0.1289 | 4.3910 | 0.0000 | 14,547.1216 | 14,547.1216 | 0.8546 | 0.8139 | 14,811.0208 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 102.2563 | 0.0000 | 102.2563 | 6.0432 | 0.0000 | 253.3356 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.5423 | 14.9622 | 18.5045 | 0.3651 | 8.7400e-003 | 30.2373 |
| Total | 9.0702 | 12.5471 | 71.3314 | 0.1577 | 15.9273 | 0.1414 | 16.0686 | 4.2621 | 0.1329 | 4.3950 | 105.7986 | 15,000.6250 | 15,106.4235 | 7.2962 | 0.8276 | 15,535.4419 |

| | 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 | 29.71 | 0.02 | 0.32 | 26.87 | 0.26 | 0.74 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 12/14/2024 | 1/10/2025 | 5 | 20 | |
| 2 | Grading | Grading | 1/11/2025 | 3/14/2025 | 5 | 45 | |
| 3 | Building Construction | Building Construction | 3/15/2025 | 11/20/2026 | 5 | 440 | |

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| | | | | | | |
|---|-----------------------|-----------------------|------------|-----------|---|----|
| 4 | Paving | Paving | 11/21/2026 | 1/8/2027 | 5 | 35 |
| 5 | Architectural Coating | Architectural Coating | 1/9/2027 | 2/26/2027 | 5 | 35 |

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 45

Acres of Paving: 24.37

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 282,635; Non-Residential Outdoor: 94,212; Striped Parking Area: 63,693 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 506.00 | 205.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 101.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2024

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 | | | | | 0.1243 | 0.0000 | 0.1243 | 0.0613 | 0.0000 | 0.0613 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0160 | 0.1631 | 0.1100 | 2.3000e-004 | | 7.3800e-003 | 7.3800e-003 | | 6.7900e-003 | 6.7900e-003 | 0.0000 | 20.0742 | 20.0742 | 6.4900e-003 | 0.0000 | 20.2366 |
| Total | 0.0160 | 0.1631 | 0.1100 | 2.3000e-004 | 0.1243 | 7.3800e-003 | 0.1317 | 0.0613 | 6.7900e-003 | 0.0681 | 0.0000 | 20.0742 | 20.0742 | 6.4900e-003 | 0.0000 | 20.2366 |

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3.2 Site Preparation - 2024

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 | 1.0000e-005 | 5.3000e-004 | 1.1000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2346 | 0.2346 | 0.0000 | 4.0000e-005 | 0.2456 |
| 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 | 3.5000e-004 | 2.3000e-004 | 2.7000e-003 | 1.0000e-005 | 8.6000e-004 | 0.0000 | 8.6000e-004 | 2.3000e-004 | 0.0000 | 2.3000e-004 | 0.0000 | 0.6599 | 0.6599 | 2.0000e-005 | 2.0000e-005 | 0.6665 |
| Total | 3.6000e-004 | 7.6000e-004 | 2.8100e-003 | 1.0000e-005 | 9.3000e-004 | 1.0000e-005 | 9.4000e-004 | 2.5000e-004 | 0.0000 | 2.5000e-004 | 0.0000 | 0.8944 | 0.8944 | 2.0000e-005 | 6.0000e-005 | 0.9120 |

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 | | | | | 0.0559 | 0.0000 | 0.0559 | 0.0276 | 0.0000 | 0.0276 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0160 | 0.1631 | 0.1100 | 2.3000e-004 | | 7.3800e-003 | 7.3800e-003 | | 6.7900e-003 | 6.7900e-003 | 0.0000 | 20.0742 | 20.0742 | 6.4900e-003 | 0.0000 | 20.2365 |
| Total | 0.0160 | 0.1631 | 0.1100 | 2.3000e-004 | 0.0559 | 7.3800e-003 | 0.0633 | 0.0276 | 6.7900e-003 | 0.0344 | 0.0000 | 20.0742 | 20.0742 | 6.4900e-003 | 0.0000 | 20.2365 |

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3.2 Site Preparation - 2024

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 | 1.0000e-005 | 5.3000e-004 | 1.1000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2346 | 0.2346 | 0.0000 | 4.0000e-005 | 0.2456 |
| 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 | 3.5000e-004 | 2.3000e-004 | 2.7000e-003 | 1.0000e-005 | 8.6000e-004 | 0.0000 | 8.6000e-004 | 2.3000e-004 | 0.0000 | 2.3000e-004 | 0.0000 | 0.6599 | 0.6599 | 2.0000e-005 | 2.0000e-005 | 0.6665 |
| Total | 3.6000e-004 | 7.6000e-004 | 2.8100e-003 | 1.0000e-005 | 9.3000e-004 | 1.0000e-005 | 9.4000e-004 | 2.5000e-004 | 0.0000 | 2.5000e-004 | 0.0000 | 0.8944 | 0.8944 | 2.0000e-005 | 6.0000e-005 | 0.9120 |

3.2 Site Preparation - 2025

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 | | | | | 0.0882 | 0.0000 | 0.0882 | 0.0414 | 0.0000 | 0.0414 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.8900e-003 | 0.1009 | 0.0717 | 1.5000e-004 | | 4.3500e-003 | 4.3500e-003 | | 4.0000e-003 | 4.0000e-003 | 0.0000 | 13.3868 | 13.3868 | 4.3300e-003 | 0.0000 | 13.4950 |
| Total | 9.8900e-003 | 0.1009 | 0.0717 | 1.5000e-004 | 0.0882 | 4.3500e-003 | 0.0925 | 0.0414 | 4.0000e-003 | 0.0454 | 0.0000 | 13.3868 | 13.3868 | 4.3300e-003 | 0.0000 | 13.4950 |

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3.2 Site Preparation - 2025

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 | 1.0000e-005 | 3.5000e-004 | 7.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1530 | 0.1530 | 0.0000 | 2.0000e-005 | 0.1602 |
| 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 | 2.1000e-004 | 1.4000e-004 | 1.6500e-003 | 0.0000 | 5.7000e-004 | 0.0000 | 5.8000e-004 | 1.5000e-004 | 0.0000 | 1.5000e-004 | 0.0000 | 0.4250 | 0.4250 | 1.0000e-005 | 1.0000e-005 | 0.4290 |
| Total | 2.2000e-004 | 4.9000e-004 | 1.7200e-003 | 0.0000 | 6.2000e-004 | 0.0000 | 6.3000e-004 | 1.6000e-004 | 0.0000 | 1.7000e-004 | 0.0000 | 0.5780 | 0.5780 | 1.0000e-005 | 3.0000e-005 | 0.5892 |

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 | | | | | 0.0397 | 0.0000 | 0.0397 | 0.0187 | 0.0000 | 0.0187 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.8900e-003 | 0.1009 | 0.0717 | 1.5000e-004 | | 4.3500e-003 | 4.3500e-003 | | 4.0000e-003 | 4.0000e-003 | 0.0000 | 13.3868 | 13.3868 | 4.3300e-003 | 0.0000 | 13.4950 |
| Total | 9.8900e-003 | 0.1009 | 0.0717 | 1.5000e-004 | 0.0397 | 4.3500e-003 | 0.0440 | 0.0187 | 4.0000e-003 | 0.0227 | 0.0000 | 13.3868 | 13.3868 | 4.3300e-003 | 0.0000 | 13.4950 |

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3.2 Site Preparation - 2025

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 | 1.0000e-005 | 3.5000e-004 | 7.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1530 | 0.1530 | 0.0000 | 2.0000e-005 | 0.1602 |
| 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 | 2.1000e-004 | 1.4000e-004 | 1.6500e-003 | 0.0000 | 5.7000e-004 | 0.0000 | 5.8000e-004 | 1.5000e-004 | 0.0000 | 1.5000e-004 | 0.0000 | 0.4250 | 0.4250 | 1.0000e-005 | 1.0000e-005 | 0.4290 |
| Total | 2.2000e-004 | 4.9000e-004 | 1.7200e-003 | 0.0000 | 6.2000e-004 | 0.0000 | 6.3000e-004 | 1.6000e-004 | 0.0000 | 1.7000e-004 | 0.0000 | 0.5780 | 0.5780 | 1.0000e-005 | 3.0000e-005 | 0.5892 |

3.3 Grading - 2025

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 | | | | | 0.1594 | 0.0000 | 0.1594 | 0.0771 | 0.0000 | 0.0771 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0351 | 0.3420 | 0.3503 | 7.1000e-004 | | 0.0142 | 0.0142 | | 0.0130 | 0.0130 | 0.0000 | 62.7044 | 62.7044 | 0.0203 | 0.0000 | 63.2113 |
| Total | 0.0351 | 0.3420 | 0.3503 | 7.1000e-004 | 0.1594 | 0.0142 | 0.1735 | 0.0771 | 0.0130 | 0.0901 | 0.0000 | 62.7044 | 62.7044 | 0.0203 | 0.0000 | 63.2113 |

Phase 1 Commercial - Unmitigated Construction and 2025 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | 1.0000e-005 | 7.5000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3279 | 0.3279 | 0.0000 | 5.0000e-005 | 0.3433 |
| 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 | 1.0000e-003 | 6.4000e-004 | 7.7600e-003 | 2.0000e-005 | 2.6900e-003 | 1.0000e-005 | 2.7000e-003 | 7.1000e-004 | 1.0000e-005 | 7.3000e-004 | 0.0000 | 1.9922 | 1.9922 | 6.0000e-005 | 6.0000e-005 | 2.0111 |
| Total | 1.0100e-003 | 1.3900e-003 | 7.9200e-003 | 2.0000e-005 | 2.7900e-003 | 2.0000e-005 | 2.8100e-003 | 7.4000e-004 | 2.0000e-005 | 7.7000e-004 | 0.0000 | 2.3200 | 2.3200 | 6.0000e-005 | 1.1000e-004 | 2.3544 |

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 | | | | | 0.0717 | 0.0000 | 0.0717 | 0.0347 | 0.0000 | 0.0347 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0351 | 0.3420 | 0.3503 | 7.1000e-004 | | 0.0142 | 0.0142 | | 0.0130 | 0.0130 | 0.0000 | 62.7043 | 62.7043 | 0.0203 | 0.0000 | 63.2113 |
| Total | 0.0351 | 0.3420 | 0.3503 | 7.1000e-004 | 0.0717 | 0.0142 | 0.0859 | 0.0347 | 0.0130 | 0.0477 | 0.0000 | 62.7043 | 62.7043 | 0.0203 | 0.0000 | 63.2113 |

Phase 1 Commercial - Unmitigated Construction and 2025 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | 1.0000e-005 | 7.5000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3279 | 0.3279 | 0.0000 | 5.0000e-005 | 0.3433 |
| 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 | 1.0000e-003 | 6.4000e-004 | 7.7600e-003 | 2.0000e-005 | 2.6900e-003 | 1.0000e-005 | 2.7000e-003 | 7.1000e-004 | 1.0000e-005 | 7.3000e-004 | 0.0000 | 1.9922 | 1.9922 | 6.0000e-005 | 6.0000e-005 | 2.0111 |
| Total | 1.0100e-003 | 1.3900e-003 | 7.9200e-003 | 2.0000e-005 | 2.7900e-003 | 2.0000e-005 | 2.8100e-003 | 7.4000e-004 | 2.0000e-005 | 7.7000e-004 | 0.0000 | 2.3200 | 2.3200 | 6.0000e-005 | 1.1000e-004 | 2.3544 |

3.4 Building Construction - 2025

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 | 0.1422 | 1.2969 | 1.6728 | 2.8000e-003 | | 0.0549 | 0.0549 | | 0.0516 | 0.0516 | 0.0000 | 241.1962 | 241.1962 | 0.0567 | 0.0000 | 242.6137 |
| Total | 0.1422 | 1.2969 | 1.6728 | 2.8000e-003 | | 0.0549 | 0.0549 | | 0.0516 | 0.0516 | 0.0000 | 241.1962 | 241.1962 | 0.0567 | 0.0000 | 242.6137 |

Phase 1 Commercial - Unmitigated Construction and 2025 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | 1.0000e-005 | 5.3000e-004 | 1.1000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2325 | 0.2325 | 0.0000 | 4.0000e-005 | 0.2434 |
| Vendor | 0.0229 | 0.9563 | 0.2778 | 4.1800e-003 | 0.1410 | 6.1800e-003 | 0.1471 | 0.0407 | 5.9100e-003 | 0.0467 | 0.0000 | 400.8230 | 400.8230 | 1.7800e-003 | 0.0601 | 418.7853 |
| Worker | 0.1554 | 0.1002 | 1.2092 | 3.3900e-003 | 0.4192 | 1.9400e-003 | 0.4211 | 0.1114 | 1.7800e-003 | 0.1132 | 0.0000 | 310.6216 | 310.6216 | 9.2000e-003 | 9.1500e-003 | 313.5797 |
| Total | 0.1783 | 1.0570 | 1.4871 | 7.5700e-003 | 0.5602 | 8.1300e-003 | 0.5683 | 0.1522 | 7.6900e-003 | 0.1599 | 0.0000 | 711.6771 | 711.6771 | 0.0110 | 0.0693 | 732.6084 |

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 | 0.1422 | 1.2969 | 1.6728 | 2.8000e-003 | | 0.0549 | 0.0549 | | 0.0516 | 0.0516 | 0.0000 | 241.1959 | 241.1959 | 0.0567 | 0.0000 | 242.6134 |
| Total | 0.1422 | 1.2969 | 1.6728 | 2.8000e-003 | | 0.0549 | 0.0549 | | 0.0516 | 0.0516 | 0.0000 | 241.1959 | 241.1959 | 0.0567 | 0.0000 | 242.6134 |

Phase 1 Commercial - Unmitigated Construction and 2025 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | 1.0000e-005 | 5.3000e-004 | 1.1000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2325 | 0.2325 | 0.0000 | 4.0000e-005 | 0.2434 |
| Vendor | 0.0229 | 0.9563 | 0.2778 | 4.1800e-003 | 0.1410 | 6.1800e-003 | 0.1471 | 0.0407 | 5.9100e-003 | 0.0467 | 0.0000 | 400.8230 | 400.8230 | 1.7800e-003 | 0.0601 | 418.7853 |
| Worker | 0.1554 | 0.1002 | 1.2092 | 3.3900e-003 | 0.4192 | 1.9400e-003 | 0.4211 | 0.1114 | 1.7800e-003 | 0.1132 | 0.0000 | 310.6216 | 310.6216 | 9.2000e-003 | 9.1500e-003 | 313.5797 |
| Total | 0.1783 | 1.0570 | 1.4871 | 7.5700e-003 | 0.5602 | 8.1300e-003 | 0.5683 | 0.1522 | 7.6900e-003 | 0.1599 | 0.0000 | 711.6771 | 711.6771 | 0.0110 | 0.0693 | 732.6084 |

3.4 Building Construction - 2026

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 | 0.1586 | 1.4465 | 1.8658 | 3.1300e-003 | | 0.0612 | 0.0612 | | 0.0576 | 0.0576 | 0.0000 | 269.0266 | 269.0266 | 0.0632 | 0.0000 | 270.6076 |
| Total | 0.1586 | 1.4465 | 1.8658 | 3.1300e-003 | | 0.0612 | 0.0612 | | 0.0576 | 0.0576 | 0.0000 | 269.0266 | 269.0266 | 0.0632 | 0.0000 | 270.6076 |

Phase 1 Commercial - Unmitigated Construction and 2025 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 1.0000e-005 | 5.9000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2535 | 0.2535 | 0.0000 | 4.0000e-005 | 0.2654 |
| Vendor | 0.0249 | 1.0596 | 0.3048 | 4.5800e-003 | 0.1572 | 6.8500e-003 | 0.1641 | 0.0455 | 6.5500e-003 | 0.0520 | 0.0000 | 438.8302 | 438.8302 | 1.9300e-003 | 0.0657 | 458.4652 |
| Worker | 0.1606 | 0.0994 | 1.2565 | 3.6500e-003 | 0.4675 | 2.0300e-003 | 0.4696 | 0.1243 | 1.8700e-003 | 0.1262 | 0.0000 | 334.9145 | 334.9145 | 9.2500e-003 | 9.5000e-003 | 337.9777 |
| Total | 0.1855 | 1.1596 | 1.5614 | 8.2300e-003 | 0.6248 | 8.8900e-003 | 0.6337 | 0.1698 | 8.4300e-003 | 0.1782 | 0.0000 | 773.9981 | 773.9981 | 0.0112 | 0.0753 | 796.7083 |

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 | 0.1586 | 1.4465 | 1.8658 | 3.1300e-003 | | 0.0612 | 0.0612 | | 0.0576 | 0.0576 | 0.0000 | 269.0263 | 269.0263 | 0.0632 | 0.0000 | 270.6072 |
| Total | 0.1586 | 1.4465 | 1.8658 | 3.1300e-003 | | 0.0612 | 0.0612 | | 0.0576 | 0.0576 | 0.0000 | 269.0263 | 269.0263 | 0.0632 | 0.0000 | 270.6072 |

Phase 1 Commercial - Unmitigated Construction and 2025 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 1.0000e-005 | 5.9000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2535 | 0.2535 | 0.0000 | 4.0000e-005 | 0.2654 |
| Vendor | 0.0249 | 1.0596 | 0.3048 | 4.5800e-003 | 0.1572 | 6.8500e-003 | 0.1641 | 0.0455 | 6.5500e-003 | 0.0520 | 0.0000 | 438.8302 | 438.8302 | 1.9300e-003 | 0.0657 | 458.4652 |
| Worker | 0.1606 | 0.0994 | 1.2565 | 3.6500e-003 | 0.4675 | 2.0300e-003 | 0.4696 | 0.1243 | 1.8700e-003 | 0.1262 | 0.0000 | 334.9145 | 334.9145 | 9.2500e-003 | 9.5000e-003 | 337.9777 |
| Total | 0.1855 | 1.1596 | 1.5614 | 8.2300e-003 | 0.6248 | 8.8900e-003 | 0.6337 | 0.1698 | 8.4300e-003 | 0.1782 | 0.0000 | 773.9981 | 773.9981 | 0.0112 | 0.0753 | 796.7083 |

3.5 Paving - 2026

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 | 0.0133 | 0.1244 | 0.2114 | 3.3000e-004 | | 6.0700e-003 | 6.0700e-003 | | 5.5800e-003 | 5.5800e-003 | 0.0000 | 29.0279 | 29.0279 | 9.3900e-003 | 0.0000 | 29.2626 |
| Paving | 0.0265 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0397 | 0.1244 | 0.2114 | 3.3000e-004 | | 6.0700e-003 | 6.0700e-003 | | 5.5800e-003 | 5.5800e-003 | 0.0000 | 29.0279 | 29.0279 | 9.3900e-003 | 0.0000 | 29.2626 |

Phase 1 Commercial - Unmitigated Construction and 2025 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | 1.0000e-005 | 6.2000e-004 | 1.3000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2655 | 0.2655 | 0.0000 | 4.0000e-005 | 0.2780 |
| Vendor | 6.0000e-005 | 2.5800e-003 | 7.4000e-004 | 1.0000e-005 | 3.8000e-004 | 2.0000e-005 | 4.0000e-004 | 1.1000e-004 | 2.0000e-005 | 1.3000e-004 | 0.0000 | 1.0703 | 1.0703 | 0.0000 | 1.6000e-004 | 1.1182 |
| Worker | 6.0000e-004 | 3.7000e-004 | 4.6600e-003 | 1.0000e-005 | 1.7300e-003 | 1.0000e-005 | 1.7400e-003 | 4.6000e-004 | 1.0000e-005 | 4.7000e-004 | 0.0000 | 1.2410 | 1.2410 | 3.0000e-005 | 4.0000e-005 | 1.2524 |
| Total | 6.7000e-004 | 3.5700e-003 | 5.5300e-003 | 2.0000e-005 | 2.1900e-003 | 4.0000e-005 | 2.2300e-003 | 5.9000e-004 | 4.0000e-005 | 6.3000e-004 | 0.0000 | 2.5769 | 2.5769 | 3.0000e-005 | 2.4000e-004 | 2.6486 |

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 | 0.0133 | 0.1244 | 0.2114 | 3.3000e-004 | | 6.0700e-003 | 6.0700e-003 | | 5.5800e-003 | 5.5800e-003 | 0.0000 | 29.0279 | 29.0279 | 9.3900e-003 | 0.0000 | 29.2626 |
| Paving | 0.0265 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0397 | 0.1244 | 0.2114 | 3.3000e-004 | | 6.0700e-003 | 6.0700e-003 | | 5.5800e-003 | 5.5800e-003 | 0.0000 | 29.0279 | 29.0279 | 9.3900e-003 | 0.0000 | 29.2626 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | 1.0000e-005 | 6.2000e-004 | 1.3000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2655 | 0.2655 | 0.0000 | 4.0000e-005 | 0.2780 |
| Vendor | 6.0000e-005 | 2.5800e-003 | 7.4000e-004 | 1.0000e-005 | 3.8000e-004 | 2.0000e-005 | 4.0000e-004 | 1.1000e-004 | 2.0000e-005 | 1.3000e-004 | 0.0000 | 1.0703 | 1.0703 | 0.0000 | 1.6000e-004 | 1.1182 |
| Worker | 6.0000e-004 | 3.7000e-004 | 4.6600e-003 | 1.0000e-005 | 1.7300e-003 | 1.0000e-005 | 1.7400e-003 | 4.6000e-004 | 1.0000e-005 | 4.7000e-004 | 0.0000 | 1.2410 | 1.2410 | 3.0000e-005 | 4.0000e-005 | 1.2524 |
| Total | 6.7000e-004 | 3.5700e-003 | 5.5300e-003 | 2.0000e-005 | 2.1900e-003 | 4.0000e-005 | 2.2300e-003 | 5.9000e-004 | 4.0000e-005 | 6.3000e-004 | 0.0000 | 2.5769 | 2.5769 | 3.0000e-005 | 2.4000e-004 | 2.6486 |

3.5 Paving - 2027

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 | 2.7500e-003 | 0.0257 | 0.0437 | 7.0000e-005 | | 1.2600e-003 | 1.2600e-003 | | 1.1600e-003 | 1.1600e-003 | 0.0000 | 6.0058 | 6.0058 | 1.9400e-003 | 0.0000 | 6.0543 |
| Paving | 5.4700e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 8.2200e-003 | 0.0257 | 0.0437 | 7.0000e-005 | | 1.2600e-003 | 1.2600e-003 | | 1.1600e-003 | 1.1600e-003 | 0.0000 | 6.0058 | 6.0058 | 1.9400e-003 | 0.0000 | 6.0543 |

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3.5 Paving - 2027

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 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0536 | 0.0536 | 0.0000 | 1.0000e-005 | 0.0561 |
| Vendor | 1.0000e-005 | 5.3000e-004 | 1.5000e-004 | 0.0000 | 8.0000e-005 | 0.0000 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2170 | 0.2170 | 0.0000 | 3.0000e-005 | 0.2267 |
| Worker | 1.1000e-004 | 7.0000e-005 | 9.0000e-004 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 0.2491 | 0.2491 | 1.0000e-005 | 1.0000e-005 | 0.2513 |
| Total | 1.2000e-004 | 7.3000e-004 | 1.0800e-003 | 0.0000 | 4.6000e-004 | 0.0000 | 4.6000e-004 | 1.2000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 0.5197 | 0.5197 | 1.0000e-005 | 5.0000e-005 | 0.5341 |

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 | 2.7500e-003 | 0.0257 | 0.0437 | 7.0000e-005 | | 1.2600e-003 | 1.2600e-003 | | 1.1600e-003 | 1.1600e-003 | 0.0000 | 6.0058 | 6.0058 | 1.9400e-003 | 0.0000 | 6.0543 |
| Paving | 5.4700e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 8.2200e-003 | 0.0257 | 0.0437 | 7.0000e-005 | | 1.2600e-003 | 1.2600e-003 | | 1.1600e-003 | 1.1600e-003 | 0.0000 | 6.0058 | 6.0058 | 1.9400e-003 | 0.0000 | 6.0543 |

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3.5 Paving - 2027

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 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0536 | 0.0536 | 0.0000 | 1.0000e-005 | 0.0561 |
| Vendor | 1.0000e-005 | 5.3000e-004 | 1.5000e-004 | 0.0000 | 8.0000e-005 | 0.0000 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2170 | 0.2170 | 0.0000 | 3.0000e-005 | 0.2267 |
| Worker | 1.1000e-004 | 7.0000e-005 | 9.0000e-004 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 0.2491 | 0.2491 | 1.0000e-005 | 1.0000e-005 | 0.2513 |
| Total | 1.2000e-004 | 7.3000e-004 | 1.0800e-003 | 0.0000 | 4.6000e-004 | 0.0000 | 4.6000e-004 | 1.2000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 0.5197 | 0.5197 | 1.0000e-005 | 5.0000e-005 | 0.5341 |

3.6 Architectural Coating - 2027

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 | 0.6581 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.9900e-003 | 0.0201 | 0.0317 | 5.0000e-005 | | 9.0000e-004 | 9.0000e-004 | | 9.0000e-004 | 9.0000e-004 | 0.0000 | 4.4682 | 4.4682 | 2.4000e-004 | 0.0000 | 4.4743 |
| Total | 0.6611 | 0.0201 | 0.0317 | 5.0000e-005 | | 9.0000e-004 | 9.0000e-004 | | 9.0000e-004 | 9.0000e-004 | 0.0000 | 4.4682 | 4.4682 | 2.4000e-004 | 0.0000 | 4.4743 |

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3.6 Architectural Coating - 2027

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0521 | 0.0521 | 0.0000 | 1.0000e-005 | 0.0546 |
| 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 | 4.4900e-003 | 2.6900e-003 | 0.0353 | 1.1000e-004 | 0.0141 | 6.0000e-005 | 0.0141 | 3.7400e-003 | 5.0000e-005 | 3.8000e-003 | 0.0000 | 9.7851 | 9.7851 | 2.5000e-004 | 2.7000e-004 | 9.8715 |
| Total | 4.4900e-003 | 2.8100e-003 | 0.0354 | 1.1000e-004 | 0.0141 | 6.0000e-005 | 0.0142 | 3.7400e-003 | 5.0000e-005 | 3.8100e-003 | 0.0000 | 9.8372 | 9.8372 | 2.5000e-004 | 2.8000e-004 | 9.9261 |

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 | 0.6581 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.9900e-003 | 0.0201 | 0.0317 | 5.0000e-005 | | 9.0000e-004 | 9.0000e-004 | | 9.0000e-004 | 9.0000e-004 | 0.0000 | 4.4682 | 4.4682 | 2.4000e-004 | 0.0000 | 4.4743 |
| Total | 0.6611 | 0.0201 | 0.0317 | 5.0000e-005 | | 9.0000e-004 | 9.0000e-004 | | 9.0000e-004 | 9.0000e-004 | 0.0000 | 4.4682 | 4.4682 | 2.4000e-004 | 0.0000 | 4.4743 |

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3.6 Architectural Coating - 2027

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0521 | 0.0521 | 0.0000 | 1.0000e-005 | 0.0546 |
| 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 | 4.4900e-003 | 2.6900e-003 | 0.0353 | 1.1000e-004 | 0.0141 | 6.0000e-005 | 0.0141 | 3.7400e-003 | 5.0000e-005 | 3.8000e-003 | 0.0000 | 9.7851 | 9.7851 | 2.5000e-004 | 2.7000e-004 | 9.8715 |
| Total | 4.4900e-003 | 2.8100e-003 | 0.0354 | 1.1000e-004 | 0.0141 | 6.0000e-005 | 0.0142 | 3.7400e-003 | 5.0000e-005 | 3.8100e-003 | 0.0000 | 9.8372 | 9.8372 | 2.5000e-004 | 2.8000e-004 | 9.9261 |

4.0 Operational Detail - Mobile

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 | 8.3728 | 12.4949 | 71.2856 | 0.1574 | 15.9273 | 0.1374 | 16.0646 | 4.2621 | 0.1289 | 4.3910 | 0.0000 | 14,547.12 16 | 14,547.12 16 | 0.8546 | 0.8139 | 14,811.02 08 |
| Unmitigated | 8.3728 | 12.4949 | 71.2856 | 0.1574 | 15.9273 | 0.1374 | 16.0646 | 4.2621 | 0.1289 | 4.3910 | 0.0000 | 14,547.12 16 | 14,547.12 16 | 0.8546 | 0.8139 | 14,811.02 08 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Discount Club | 15,952.00 | 15,952.00 | 15,952.00 | 35,557,148 | 35,557,148 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 2,994.60 | 2,994.60 | 2,994.60 | 7,112,267 | 7,112,267 |
| Total | 18,946.60 | 18,946.60 | 18,946.60 | 42,669,415 | 42,669,415 |

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 |
| Discount Club | 9.50 | 7.30 | 7.30 | 16.70 | 64.30 | 19.00 | 79.6 | 0 | 20.4 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |

4.4 Fleet Mix

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Discount Club | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Other Asphalt Surfaces | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Parking Lot | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Regional Shopping Center | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |

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 | 381.7268 | 381.7268 | 0.0322 | 3.9100e-003 | 383.6961 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 381.7268 | 381.7268 | 0.0322 | 3.9100e-003 | 383.6961 |
| NaturalGas Mitigated | 5.7400e-003 | 0.0522 | 0.0438 | 3.1000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 56.8106 | 56.8106 | 1.0900e-003 | 1.0400e-003 | 57.1482 |
| NaturalGas Unmitigated | 5.7400e-003 | 0.0522 | 0.0438 | 3.1000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 56.8106 | 56.8106 | 1.0900e-003 | 1.0400e-003 | 57.1482 |

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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 | | | | | |
| Discount Club | 906955 | 4.8900e-003 | 0.0445 | 0.0374 | 2.7000e-004 | | 3.3800e-003 | 3.3800e-003 | | 3.3800e-003 | 3.3800e-003 | 0.0000 | 48.3986 | 48.3986 | 9.3000e-004 | 8.9000e-004 | 48.6862 |
| 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 |
| Regional Shopping Center | 157635 | 8.5000e-004 | 7.7300e-003 | 6.4900e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 8.4120 | 8.4120 | 1.6000e-004 | 1.5000e-004 | 8.4620 |
| Total | | 5.7400e-003 | 0.0522 | 0.0438 | 3.2000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 56.8106 | 56.8106 | 1.0900e-003 | 1.0400e-003 | 57.1482 |

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5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Discount Club | 906955 | 4.8900e-003 | 0.0445 | 0.0374 | 2.7000e-004 | | 3.3800e-003 | 3.3800e-003 | | 3.3800e-003 | 3.3800e-003 | 0.0000 | 48.3986 | 48.3986 | 9.3000e-004 | 8.9000e-004 | 48.6862 |
| 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 |
| Regional Shopping Center | 157635 | 8.5000e-004 | 7.7300e-003 | 6.4900e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 8.4120 | 8.4120 | 1.6000e-004 | 1.5000e-004 | 8.4620 |
| Total | | 5.7400e-003 | 0.0522 | 0.0438 | 3.2000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 56.8106 | 56.8106 | 1.0900e-003 | 1.0400e-003 | 57.1482 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Discount Club | 1.57955e+006 | 280.1255 | 0.0236 | 2.8700e-003 | 281.5706 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 298364 | 52.9136 | 4.4700e-003 | 5.4000e-004 | 53.1865 |
| Regional Shopping Center | 274536 | 48.6877 | 4.1100e-003 | 5.0000e-004 | 48.9389 |
| Total | | 381.7268 | 0.0322 | 3.9100e-003 | 383.6961 |

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5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Discount Club | 1.57955e+006 | 280.1255 | 0.0236 | 2.8700e-003 | 281.5706 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 298364 | 52.9136 | 4.4700e-003 | 5.4000e-004 | 53.1865 |
| Regional Shopping Center | 274536 | 48.6877 | 4.1100e-003 | 5.0000e-004 | 48.9389 |
| Total | | 381.7268 | 0.0322 | 3.9100e-003 | 383.6961 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

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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 | 0.6917 | 2.0000e-005 | 1.9300e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.7500e-003 | 3.7500e-003 | 1.0000e-005 | 0.0000 | 3.9900e-003 |
| Unmitigated | 0.6917 | 2.0000e-005 | 1.9500e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.8000e-003 | 3.8000e-003 | 1.0000e-005 | 0.0000 | 4.0500e-003 |

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 | 0.0658 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.6257 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.8000e-004 | 2.0000e-005 | 1.9500e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.8000e-003 | 3.8000e-003 | 1.0000e-005 | 0.0000 | 4.0500e-003 |
| Total | 0.6917 | 2.0000e-005 | 1.9500e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.8000e-003 | 3.8000e-003 | 1.0000e-005 | 0.0000 | 4.0500e-003 |

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6.2 Area by SubCategory

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 | 0.0658 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.6257 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.8000e-004 | 2.0000e-005 | 1.9300e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.7500e-003 | 3.7500e-003 | 1.0000e-005 | 0.0000 | 3.9900e-003 |
| Total | 0.6917 | 2.0000e-005 | 1.9300e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.7500e-003 | 3.7500e-003 | 1.0000e-005 | 0.0000 | 3.9900e-003 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|-------------|---------|
| Category | MT/yr | | | |
| Mitigated | 18.5045 | 0.3651 | 8.7400e-003 | 30.2373 |
| Unmitigated | 23.1306 | 0.4564 | 0.0109 | 37.7966 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Discount Club | 11.8901 / 7.28749 | 19.7056 | 0.3888 | 9.3100e-003 | 32.1999 |
| 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 |
| Regional Shopping Center | 2.06662 / 1.26664 | 3.4250 | 0.0676 | 1.6200e-003 | 5.5967 |
| Total | | 23.1306 | 0.4564 | 0.0109 | 37.7966 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Discount Club | 9.5121 / 5.82999 | 15.7645 | 0.3110 | 7.4500e-003 | 25.7600 |
| 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 |
| Regional Shopping Center | 1.6533 / 1.01331 | 2.7400 | 0.0541 | 1.2900e-003 | 4.4773 |
| Total | | 18.5045 | 0.3651 | 8.7400e-003 | 30.2373 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| | MT/yr | | | |
| Mitigated | 102.2563 | 6.0432 | 0.0000 | 253.3356 |
| Unmitigated | 146.0804 | 8.6331 | 0.0000 | 361.9081 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Discount Club | 690.35 | 140.1348 | 8.2817 | 0.0000 | 347.1781 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 29.29 | 5.9456 | 0.3514 | 0.0000 | 14.7300 |
| Total | | 146.0804 | 8.6331 | 0.0000 | 361.9081 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Discount Club | 483.245 | 98.0944 | 5.7972 | 0.0000 | 243.0246 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 20.503 | 4.1619 | 0.2460 | 0.0000 | 10.3110 |
| Total | | 102.2563 | 6.0432 | 0.0000 | 253.3356 |

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 11.21 | Acre | 11.21 | 488,307.60 | 0 |
| Parking Lot | 11.22 | Acre | 11.22 | 488,743.20 | 0 |
| City Park | 3.90 | Acre | 3.90 | 169,884.00 | 0 |
| Apartments Low Rise | 326.00 | Dwelling Unit | 20.38 | 326,000.00 | 932 |
| Condo/Townhouse | 667.00 | Dwelling Unit | 41.69 | 667,000.00 | 1908 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | Operational Year | | 2034 | |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Multifamily Housing (Low Rise) - High Density Residential and Medium Density Residential
 CO2 intensity factor updated to match RPS requirements (see the CO2 Intensity Factor Adjustments sheet for source and calculations)

Land Use - 66.7 acres of Medium Density Residential (667 units)
 21.7 acres of High Density Residential (326 units)

Construction Phase - Default construction schedule
 No demolition

Assumed to start immediately following completion of Phase 1, Tier 2 Multifamily Residential construction

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
 Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

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Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Trip rates derived from project-specific daily trips.

Multifamily Housing (Low Rise) ADT: 6.455

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2034 operational year

Water And Wastewater -

Solid Waste -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.56 | 0.50 |

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| | | | |
|---------------------------|--------------------|-------------|-------------|
| tblFleetMix | LDA | 0.56 | 0.50 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD2 | 5.9720e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 5.9720e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.7000e-003 |
| tblFleetMix | MCY | 0.02 | 2.7000e-003 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MH | 2.5020e-003 | 3.6000e-003 |
| tblFleetMix | MH | 2.5020e-003 | 3.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.6000e-003 |
| tblFleetMix | OBUS | 5.9600e-004 | 0.00 |
| tblFleetMix | OBUS | 5.9600e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1720e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.1720e-003 | 1.2000e-003 |
| tblFleetMix | UBUS | 4.6000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6000e-004 | 4.4000e-003 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |

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| | | | |
|-----------------|-------------------|----------|------|
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.2146 | 2.0743 | 1.8069 | 4.1600e-003 | 1.1313 | 0.0858 | 1.2171 | 0.4885 | 0.0790 | 0.5674 | 0.0000 | 365.6579 | 365.6579 | 0.1156 | 3.4000e-004 | 368.6481 |
| 2027 | 0.5614 | 3.5830 | 5.1881 | 0.0174 | 1.5830 | 0.0996 | 1.6826 | 0.4386 | 0.0930 | 0.5316 | 0.0000 | 1,596.0405 | 1,596.0405 | 0.1278 | 0.0978 | 1,628.3936 |
| 2028 | 0.5847 | 3.5166 | 5.4963 | 0.0197 | 1.4922 | 0.0842 | 1.5764 | 0.4026 | 0.0793 | 0.4818 | 0.0000 | 1,816.8546 | 1,816.8546 | 0.0941 | 0.1236 | 1,856.0400 |
| 2029 | 0.5602 | 3.4998 | 5.3521 | 0.0194 | 1.4980 | 0.0841 | 1.5821 | 0.4041 | 0.0792 | 0.4833 | 0.0000 | 1,789.1504 | 1,789.1504 | 0.0927 | 0.1209 | 1,827.4828 |
| 2030 | 0.5278 | 2.8832 | 5.2215 | 0.0196 | 1.4980 | 0.0342 | 1.5322 | 0.4041 | 0.0334 | 0.4376 | 0.0000 | 1,798.3073 | 1,798.3073 | 0.0338 | 0.1180 | 1,834.3167 |
| 2031 | 0.5035 | 2.8621 | 5.0969 | 0.0193 | 1.4980 | 0.0339 | 1.5319 | 0.4041 | 0.0331 | 0.4373 | 0.0000 | 1,770.3743 | 1,770.3743 | 0.0324 | 0.1155 | 1,805.5958 |
| 2032 | 0.4848 | 2.8552 | 5.0130 | 0.0191 | 1.5037 | 0.0337 | 1.5374 | 0.4057 | 0.0330 | 0.4386 | 0.0000 | 1,752.2861 | 1,752.2861 | 0.0313 | 0.1137 | 1,786.9648 |
| 2033 | 3.3746 | 0.9470 | 2.0138 | 5.6800e-003 | 0.3664 | 0.0254 | 0.3917 | 0.0985 | 0.0252 | 0.1237 | 0.0000 | 511.6477 | 511.6477 | 0.0131 | 0.0214 | 518.3454 |
| 2034 | 0.1517 | 2.6600e-003 | 0.0131 | 4.0000e-005 | 4.7600e-003 | 6.0000e-005 | 4.8200e-003 | 1.2700e-003 | 6.0000e-005 | 1.3300e-003 | 0.0000 | 3.4812 | 3.4812 | 7.0000e-005 | 7.0000e-005 | 3.5037 |
| Maximum | 3.3746 | 3.5830 | 5.4963 | 0.0197 | 1.5830 | 0.0996 | 1.6826 | 0.4885 | 0.0930 | 0.5674 | 0.0000 | 1,816.8546 | 1,816.8546 | 0.1278 | 0.1236 | 1,856.0400 |

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2.1 Overall Construction

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.2146 | 2.0743 | 1.8069 | 4.1600e-003 | 0.5157 | 0.0858 | 0.6015 | 0.2216 | 0.0790 | 0.3005 | 0.0000 | 365.6575 | 365.6575 | 0.1156 | 3.4000e-004 | 368.6476 |
| 2027 | 0.5614 | 3.5830 | 5.1881 | 0.0174 | 1.3464 | 0.0996 | 1.4460 | 0.3684 | 0.0930 | 0.4614 | 0.0000 | 1,596.0400 | 1,596.0400 | 0.1278 | 0.0978 | 1,628.3932 |
| 2028 | 0.5847 | 3.5166 | 5.4963 | 0.0197 | 1.4922 | 0.0842 | 1.5764 | 0.4026 | 0.0793 | 0.4818 | 0.0000 | 1,816.8543 | 1,816.8543 | 0.0941 | 0.1236 | 1,856.0396 |
| 2029 | 0.5602 | 3.4998 | 5.3521 | 0.0194 | 1.4980 | 0.0841 | 1.5821 | 0.4041 | 0.0792 | 0.4833 | 0.0000 | 1,789.1500 | 1,789.1500 | 0.0927 | 0.1209 | 1,827.4824 |
| 2030 | 0.5278 | 2.8832 | 5.2215 | 0.0196 | 1.4980 | 0.0342 | 1.5322 | 0.4041 | 0.0334 | 0.4376 | 0.0000 | 1,798.3069 | 1,798.3069 | 0.0338 | 0.1180 | 1,834.3162 |
| 2031 | 0.5035 | 2.8621 | 5.0969 | 0.0193 | 1.4980 | 0.0339 | 1.5319 | 0.4041 | 0.0331 | 0.4373 | 0.0000 | 1,770.3739 | 1,770.3739 | 0.0324 | 0.1155 | 1,805.5954 |
| 2032 | 0.4848 | 2.8552 | 5.0130 | 0.0191 | 1.5037 | 0.0337 | 1.5374 | 0.4057 | 0.0330 | 0.4386 | 0.0000 | 1,752.2857 | 1,752.2857 | 0.0313 | 0.1137 | 1,786.9644 |
| 2033 | 3.3746 | 0.9470 | 2.0138 | 5.6800e-003 | 0.3664 | 0.0254 | 0.3917 | 0.0985 | 0.0252 | 0.1237 | 0.0000 | 511.6475 | 511.6475 | 0.0131 | 0.0214 | 518.3452 |
| 2034 | 0.1517 | 2.6600e-003 | 0.0131 | 4.0000e-005 | 4.7600e-003 | 6.0000e-005 | 4.8200e-003 | 1.2700e-003 | 6.0000e-005 | 1.3300e-003 | 0.0000 | 3.4812 | 3.4812 | 7.0000e-005 | 7.0000e-005 | 3.5037 |
| Maximum | 3.3746 | 3.5830 | 5.4963 | 0.0197 | 1.5037 | 0.0996 | 1.5821 | 0.4057 | 0.0930 | 0.4833 | 0.0000 | 1,816.8543 | 1,816.8543 | 0.1278 | 0.1236 | 1,856.0396 |

| | 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 | 8.06 | 0.00 | 7.71 | 11.06 | 0.00 | 9.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|-----------|--|--|
| 1 | 5-30-2026 | 8-29-2026 | 0.9230 | 0.9230 |

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| | | | | |
|----|------------|------------|--------|--------|
| 2 | 8-30-2026 | 11-29-2026 | 1.0170 | 1.0170 |
| 3 | 11-30-2026 | 2-27-2027 | 0.9947 | 0.9947 |
| 4 | 2-28-2027 | 5-29-2027 | 1.0269 | 1.0269 |
| 5 | 5-30-2027 | 8-29-2027 | 1.0453 | 1.0453 |
| 6 | 8-30-2027 | 11-29-2027 | 1.0615 | 1.0615 |
| 7 | 11-30-2027 | 2-28-2028 | 1.0484 | 1.0484 |
| 8 | 2-29-2028 | 5-29-2028 | 1.0270 | 1.0270 |
| 9 | 5-30-2028 | 8-29-2028 | 1.0296 | 1.0296 |
| 10 | 8-30-2028 | 11-29-2028 | 1.0457 | 1.0457 |
| 11 | 11-30-2028 | 2-27-2029 | 1.0220 | 1.0220 |
| 12 | 2-28-2029 | 5-29-2029 | 1.0121 | 1.0121 |
| 13 | 5-30-2029 | 8-29-2029 | 1.0145 | 1.0145 |
| 14 | 8-30-2029 | 11-29-2029 | 1.0307 | 1.0307 |
| 15 | 11-30-2029 | 2-27-2030 | 0.9134 | 0.9134 |
| 16 | 2-28-2030 | 5-29-2030 | 0.8499 | 0.8499 |
| 17 | 5-30-2030 | 8-29-2030 | 0.8504 | 0.8504 |
| 18 | 8-30-2030 | 11-29-2030 | 0.8667 | 0.8667 |
| 19 | 11-30-2030 | 2-27-2031 | 0.8489 | 0.8489 |
| 20 | 2-28-2031 | 5-29-2031 | 0.8379 | 0.8379 |
| 21 | 5-30-2031 | 8-29-2031 | 0.8382 | 0.8382 |
| 22 | 8-30-2031 | 11-29-2031 | 0.8547 | 0.8547 |
| 23 | 11-30-2031 | 2-28-2032 | 0.8477 | 0.8477 |
| 24 | 2-29-2032 | 5-29-2032 | 0.8278 | 0.8278 |
| 25 | 5-30-2032 | 8-29-2032 | 0.8279 | 0.8279 |
| 26 | 8-30-2032 | 11-29-2032 | 0.8446 | 0.8446 |
| 27 | 11-30-2032 | 2-27-2033 | 0.8294 | 0.8294 |
| 28 | 2-28-2033 | 5-29-2033 | 0.3305 | 0.3305 |
| 29 | 5-30-2033 | 8-29-2033 | 0.7549 | 0.7549 |
| 30 | 8-30-2033 | 11-29-2033 | 2.0315 | 2.0315 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|----|------------|-----------|--------|--------|
| 31 | 11-30-2033 | 2-27-2034 | 0.8390 | 0.8390 |
| | | Highest | 2.0315 | 2.0315 |

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 | 3.5951 | 0.4562 | 7.5120 | 2.7600e-003 | | 0.0709 | 0.0709 | | 0.0709 | 0.0709 | 0.0000 | 442.2193 | 442.2193 | 0.0197 | 7.8900e-003 | 445.0625 |
| Energy | 0.0695 | 0.5941 | 0.2528 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 1,380.5667 | 1,380.5667 | 0.0851 | 0.0213 | 1,389.0486 |
| Mobile | 1.0911 | 2.5369 | 15.2369 | 0.0497 | 6.7205 | 0.0305 | 6.7510 | 1.7944 | 0.0286 | 1.8229 | 0.0000 | 4,641.9978 | 4,641.9978 | 0.2358 | 0.2113 | 4,710.8625 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 92.7912 | 0.0000 | 92.7912 | 5.4838 | 0.0000 | 229.8863 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 20.5257 | 73.4225 | 93.9482 | 2.1158 | 0.0507 | 161.9526 |
| Total | 4.7557 | 3.5871 | 23.0016 | 0.0563 | 6.7205 | 0.1495 | 6.8700 | 1.7944 | 0.1475 | 1.9419 | 113.3169 | 6,538.2063 | 6,651.5232 | 7.9402 | 0.2912 | 6,936.8126 |

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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 | 3.5920 | 0.4557 | 7.4590 | 2.7600e-003 | | 0.0706 | 0.0706 | | 0.0706 | 0.0706 | 0.0000 | 442.1108 | 442.1108 | 0.0196 | 7.8900e-003 | 444.9499 |
| Energy | 0.0695 | 0.5941 | 0.2528 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 1,380.5667 | 1,380.5667 | 0.0851 | 0.0213 | 1,389.0486 |
| Mobile | 1.0911 | 2.5369 | 15.2369 | 0.0497 | 6.7205 | 0.0305 | 6.7510 | 1.7944 | 0.0286 | 1.8229 | 0.0000 | 4,641.9978 | 4,641.9978 | 0.2358 | 0.2113 | 4,710.8625 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 64.9539 | 0.0000 | 64.9539 | 3.8387 | 0.0000 | 160.9204 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 16.4205 | 58.7380 | 75.1585 | 1.6926 | 0.0406 | 129.5621 |
| Total | 4.7526 | 3.5866 | 22.9486 | 0.0563 | 6.7205 | 0.1492 | 6.8696 | 1.7944 | 0.1472 | 1.9416 | 81.3744 | 6,523.4133 | 6,604.7877 | 5.8717 | 0.2811 | 6,835.3436 |

| | 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 | 0.07 | 0.01 | 0.23 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.21 | 0.02 | 28.19 | 0.23 | 0.70 | 26.05 | 3.48 | 1.46 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 5/30/2026 | 8/21/2026 | 5 | 60 | |
| 2 | Grading | Grading | 8/22/2026 | 3/26/2027 | 5 | 155 | |
| 3 | Building Construction | Building Construction | 3/27/2027 | 3/4/2033 | 5 | 1550 | |

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| | | | | | | |
|---|-----------------------|-----------------------|----------|----------|---|-----|
| 4 | Paving | Paving | 3/5/2033 | 8/5/2033 | 5 | 110 |
| 5 | Architectural Coating | Architectural Coating | 8/6/2033 | 1/6/2034 | 5 | 110 |

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 22.43

Residential Indoor: 2,010,825; Residential Outdoor: 670,275; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 58,623 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 | |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|------|
| Site Preparation | | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | | 9 | 1,197.00 | 294.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | | 1 | 239.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2026

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 | | | | | 0.5897 | 0.0000 | 0.5897 | 0.3031 | 0.0000 | 0.3031 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0742 | 0.7570 | 0.5374 | 1.1400e-003 | | 0.0326 | 0.0326 | | 0.0300 | 0.0300 | 0.0000 | 100.4010 | 100.4010 | 0.0325 | 0.0000 | 101.2128 |
| Total | 0.0742 | 0.7570 | 0.5374 | 1.1400e-003 | 0.5897 | 0.0326 | 0.6223 | 0.3031 | 0.0300 | 0.3331 | 0.0000 | 100.4010 | 100.4010 | 0.0325 | 0.0000 | 101.2128 |

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3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 1.4800e-003 | 9.1000e-004 | 0.0116 | 3.0000e-005 | 4.3000e-003 | 2.0000e-005 | 4.3200e-003 | 1.1400e-003 | 2.0000e-005 | 1.1600e-003 | 0.0000 | 3.0812 | 3.0812 | 9.0000e-005 | 9.0000e-005 | 3.1094 |
| Total | 1.4900e-003 | 1.7800e-003 | 0.0117 | 3.0000e-005 | 4.4200e-003 | 3.0000e-005 | 4.4500e-003 | 1.1700e-003 | 3.0000e-005 | 1.2000e-003 | 0.0000 | 3.4551 | 3.4551 | 9.0000e-005 | 1.5000e-004 | 3.5008 |

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 | | | | | 0.2654 | 0.0000 | 0.2654 | 0.1364 | 0.0000 | 0.1364 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0742 | 0.7570 | 0.5374 | 1.1400e-003 | | 0.0326 | 0.0326 | | 0.0300 | 0.0300 | 0.0000 | 100.4008 | 100.4008 | 0.0325 | 0.0000 | 101.2126 |
| Total | 0.0742 | 0.7570 | 0.5374 | 1.1400e-003 | 0.2654 | 0.0326 | 0.2980 | 0.1364 | 0.0300 | 0.1664 | 0.0000 | 100.4008 | 100.4008 | 0.0325 | 0.0000 | 101.2126 |

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3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 1.4800e-003 | 9.1000e-004 | 0.0116 | 3.0000e-005 | 4.3000e-003 | 2.0000e-005 | 4.3200e-003 | 1.1400e-003 | 2.0000e-005 | 1.1600e-003 | 0.0000 | 3.0812 | 3.0812 | 9.0000e-005 | 9.0000e-005 | 3.1094 |
| Total | 1.4900e-003 | 1.7800e-003 | 0.0117 | 3.0000e-005 | 4.4200e-003 | 3.0000e-005 | 4.4500e-003 | 1.1700e-003 | 3.0000e-005 | 1.2000e-003 | 0.0000 | 3.4551 | 3.4551 | 9.0000e-005 | 1.5000e-004 | 3.5008 |

3.3 Grading - 2026

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 | | | | | 0.5296 | 0.0000 | 0.5296 | 0.1822 | 0.0000 | 0.1822 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1364 | 1.3133 | 1.2376 | 2.9200e-003 | | 0.0532 | 0.0532 | | 0.0489 | 0.0489 | 0.0000 | 256.1792 | 256.1792 | 0.0829 | 0.0000 | 258.2505 |
| Total | 0.1364 | 1.3133 | 1.2376 | 2.9200e-003 | 0.5296 | 0.0532 | 0.5828 | 0.1822 | 0.0489 | 0.2311 | 0.0000 | 256.1792 | 256.1792 | 0.0829 | 0.0000 | 258.2505 |

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3.3 Grading - 2026

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 | 1.0000e-005 | 6.0000e-004 | 1.3000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2591 | 0.2591 | 0.0000 | 4.0000e-005 | 0.2713 |
| 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 | 2.5700e-003 | 1.5900e-003 | 0.0201 | 6.0000e-005 | 7.4900e-003 | 3.0000e-005 | 7.5200e-003 | 1.9900e-003 | 3.0000e-005 | 2.0200e-003 | 0.0000 | 5.3636 | 5.3636 | 1.5000e-004 | 1.5000e-004 | 5.4126 |
| Total | 2.5800e-003 | 2.1900e-003 | 0.0203 | 6.0000e-005 | 7.5700e-003 | 4.0000e-005 | 7.6100e-003 | 2.0100e-003 | 4.0000e-005 | 2.0500e-003 | 0.0000 | 5.6227 | 5.6227 | 1.5000e-004 | 1.9000e-004 | 5.6839 |

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 | | | | | 0.2383 | 0.0000 | 0.2383 | 0.0820 | 0.0000 | 0.0820 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1364 | 1.3133 | 1.2376 | 2.9200e-003 | | 0.0532 | 0.0532 | | 0.0489 | 0.0489 | 0.0000 | 256.1789 | 256.1789 | 0.0829 | 0.0000 | 258.2502 |
| Total | 0.1364 | 1.3133 | 1.2376 | 2.9200e-003 | 0.2383 | 0.0532 | 0.2915 | 0.0820 | 0.0489 | 0.1309 | 0.0000 | 256.1789 | 256.1789 | 0.0829 | 0.0000 | 258.2502 |

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3.3 Grading - 2026

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 | 1.0000e-005 | 6.0000e-004 | 1.3000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2591 | 0.2591 | 0.0000 | 4.0000e-005 | 0.2713 |
| 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 | 2.5700e-003 | 1.5900e-003 | 0.0201 | 6.0000e-005 | 7.4900e-003 | 3.0000e-005 | 7.5200e-003 | 1.9900e-003 | 3.0000e-005 | 2.0200e-003 | 0.0000 | 5.3636 | 5.3636 | 1.5000e-004 | 1.5000e-004 | 5.4126 |
| Total | 2.5800e-003 | 2.1900e-003 | 0.0203 | 6.0000e-005 | 7.5700e-003 | 4.0000e-005 | 7.6100e-003 | 2.0100e-003 | 4.0000e-005 | 2.0500e-003 | 0.0000 | 5.6227 | 5.6227 | 1.5000e-004 | 1.9000e-004 | 5.6839 |

3.3 Grading - 2027

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 | | | | | 0.4302 | 0.0000 | 0.4302 | 0.1276 | 0.0000 | 0.1276 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0885 | 0.8523 | 0.8031 | 1.8900e-003 | | 0.0345 | 0.0345 | | 0.0317 | 0.0317 | 0.0000 | 166.2440 | 166.2440 | 0.0538 | 0.0000 | 167.5881 |
| Total | 0.0885 | 0.8523 | 0.8031 | 1.8900e-003 | 0.4302 | 0.0345 | 0.4647 | 0.1276 | 0.0317 | 0.1593 | 0.0000 | 166.2440 | 166.2440 | 0.0538 | 0.0000 | 167.5881 |

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3.3 Grading - 2027

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 | 1.0000e-005 | 3.8000e-004 | 8.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1641 | 0.1641 | 0.0000 | 3.0000e-005 | 0.1718 |
| 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 | 1.5500e-003 | 9.3000e-004 | 0.0122 | 4.0000e-005 | 4.8600e-003 | 2.0000e-005 | 4.8800e-003 | 1.2900e-003 | 2.0000e-005 | 1.3100e-003 | 0.0000 | 3.3770 | 3.3770 | 9.0000e-005 | 9.0000e-005 | 3.4069 |
| Total | 1.5600e-003 | 1.3100e-003 | 0.0123 | 4.0000e-005 | 4.9100e-003 | 2.0000e-005 | 4.9400e-003 | 1.3000e-003 | 2.0000e-005 | 1.3300e-003 | 0.0000 | 3.5411 | 3.5411 | 9.0000e-005 | 1.2000e-004 | 3.5786 |

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 | | | | | 0.1936 | 0.0000 | 0.1936 | 0.0574 | 0.0000 | 0.0574 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0885 | 0.8523 | 0.8031 | 1.8900e-003 | | 0.0345 | 0.0345 | | 0.0317 | 0.0317 | 0.0000 | 166.2438 | 166.2438 | 0.0538 | 0.0000 | 167.5879 |
| Total | 0.0885 | 0.8523 | 0.8031 | 1.8900e-003 | 0.1936 | 0.0345 | 0.2281 | 0.0574 | 0.0317 | 0.0891 | 0.0000 | 166.2438 | 166.2438 | 0.0538 | 0.0000 | 167.5879 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2027

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 | 1.0000e-005 | 3.8000e-004 | 8.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1641 | 0.1641 | 0.0000 | 3.0000e-005 | 0.1718 |
| 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 | 1.5500e-003 | 9.3000e-004 | 0.0122 | 4.0000e-005 | 4.8600e-003 | 2.0000e-005 | 4.8800e-003 | 1.2900e-003 | 2.0000e-005 | 1.3100e-003 | 0.0000 | 3.3770 | 3.3770 | 9.0000e-005 | 9.0000e-005 | 3.4069 |
| Total | 1.5600e-003 | 1.3100e-003 | 0.0123 | 4.0000e-005 | 4.9100e-003 | 2.0000e-005 | 4.9400e-003 | 1.3000e-003 | 2.0000e-005 | 1.3300e-003 | 0.0000 | 3.5411 | 3.5411 | 9.0000e-005 | 1.2000e-004 | 3.5786 |

3.4 Building Construction - 2027

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 | 0.1367 | 1.2470 | 1.6085 | 2.7000e-003 | | 0.0528 | 0.0528 | | 0.0496 | 0.0496 | 0.0000 | 231.9195 | 231.9195 | 0.0545 | 0.0000 | 233.2824 |
| Total | 0.1367 | 1.2470 | 1.6085 | 2.7000e-003 | | 0.0528 | 0.0528 | | 0.0496 | 0.0496 | 0.0000 | 231.9195 | 231.9195 | 0.0545 | 0.0000 | 233.2824 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | 1.4000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0605 | 0.0605 | 0.0000 | 1.0000e-005 | 0.0634 |
| Vendor | 0.0302 | 1.2999 | 0.3717 | 5.5400e-003 | 0.1944 | 8.4100e-003 | 0.2028 | 0.0562 | 8.0400e-003 | 0.0642 | 0.0000 | 531.6006 | 531.6006 | 2.3200e-003 | 0.0795 | 555.3542 |
| Worker | 0.3043 | 0.1824 | 2.3925 | 7.2300e-003 | 0.9535 | 3.8900e-003 | 0.9574 | 0.2535 | 3.5800e-003 | 0.2571 | 0.0000 | 662.6750 | 662.6750 | 0.0171 | 0.0182 | 668.5269 |
| Total | 0.3346 | 1.4824 | 2.7643 | 0.0128 | 1.1479 | 0.0123 | 1.1602 | 0.3097 | 0.0116 | 0.3213 | 0.0000 | 1,194.3360 | 1,194.3360 | 0.0194 | 0.0977 | 1,223.9445 |

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 | 0.1367 | 1.2470 | 1.6085 | 2.7000e-003 | | 0.0528 | 0.0528 | | 0.0496 | 0.0496 | 0.0000 | 231.9192 | 231.9192 | 0.0545 | 0.0000 | 233.2821 |
| Total | 0.1367 | 1.2470 | 1.6085 | 2.7000e-003 | | 0.0528 | 0.0528 | | 0.0496 | 0.0496 | 0.0000 | 231.9192 | 231.9192 | 0.0545 | 0.0000 | 233.2821 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | 1.4000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0605 | 0.0605 | 0.0000 | 1.0000e-005 | 0.0634 |
| Vendor | 0.0302 | 1.2999 | 0.3717 | 5.5400e-003 | 0.1944 | 8.4100e-003 | 0.2028 | 0.0562 | 8.0400e-003 | 0.0642 | 0.0000 | 531.6006 | 531.6006 | 2.3200e-003 | 0.0795 | 555.3542 |
| Worker | 0.3043 | 0.1824 | 2.3925 | 7.2300e-003 | 0.9535 | 3.8900e-003 | 0.9574 | 0.2535 | 3.5800e-003 | 0.2571 | 0.0000 | 662.6750 | 662.6750 | 0.0171 | 0.0182 | 668.5269 |
| Total | 0.3346 | 1.4824 | 2.7643 | 0.0128 | 1.1479 | 0.0123 | 1.1602 | 0.3097 | 0.0116 | 0.3213 | 0.0000 | 1,194.3360 | 1,194.3360 | 0.0194 | 0.0977 | 1,223.9445 |

3.4 Building Construction - 2028

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 | 0.1778 | 1.6211 | 2.0910 | 3.5000e-003 | | 0.0686 | 0.0686 | | 0.0645 | 0.0645 | 0.0000 | 301.4953 | 301.4953 | 0.0709 | 0.0000 | 303.2671 |
| Total | 0.1778 | 1.6211 | 2.0910 | 3.5000e-003 | | 0.0686 | 0.0686 | | 0.0645 | 0.0645 | 0.0000 | 301.4953 | 301.4953 | 0.0709 | 0.0000 | 303.2671 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0768 | 0.0768 | 0.0000 | 1.0000e-005 | 0.0804 |
| Vendor | 0.0387 | 1.6805 | 0.4779 | 7.0600e-003 | 0.2527 | 0.0109 | 0.2636 | 0.0731 | 0.0104 | 0.0834 | 0.0000 | 677.5357 | 677.5357 | 2.9500e-003 | 0.1012 | 707.7678 |
| Worker | 0.3683 | 0.2149 | 2.9274 | 9.1400e-003 | 1.2395 | 4.7300e-003 | 1.2442 | 0.3295 | 4.3500e-003 | 0.3339 | 0.0000 | 837.7469 | 837.7469 | 0.0203 | 0.0224 | 844.9247 |
| Total | 0.4070 | 1.8955 | 3.4053 | 0.0162 | 1.4922 | 0.0156 | 1.5078 | 0.4026 | 0.0147 | 0.4173 | 0.0000 | 1,515.3593 | 1,515.3593 | 0.0233 | 0.1236 | 1,552.7729 |

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 | 0.1778 | 1.6211 | 2.0910 | 3.5000e-003 | | 0.0686 | 0.0686 | | 0.0645 | 0.0645 | 0.0000 | 301.4949 | 301.4949 | 0.0709 | 0.0000 | 303.2667 |
| Total | 0.1778 | 1.6211 | 2.0910 | 3.5000e-003 | | 0.0686 | 0.0686 | | 0.0645 | 0.0645 | 0.0000 | 301.4949 | 301.4949 | 0.0709 | 0.0000 | 303.2667 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0768 | 0.0768 | 0.0000 | 1.0000e-005 | 0.0804 |
| Vendor | 0.0387 | 1.6805 | 0.4779 | 7.0600e-003 | 0.2527 | 0.0109 | 0.2636 | 0.0731 | 0.0104 | 0.0834 | 0.0000 | 677.5357 | 677.5357 | 2.9500e-003 | 0.1012 | 707.7678 |
| Worker | 0.3683 | 0.2149 | 2.9274 | 9.1400e-003 | 1.2395 | 4.7300e-003 | 1.2442 | 0.3295 | 4.3500e-003 | 0.3339 | 0.0000 | 837.7469 | 837.7469 | 0.0203 | 0.0224 | 844.9247 |
| Total | 0.4070 | 1.8955 | 3.4053 | 0.0162 | 1.4922 | 0.0156 | 1.5078 | 0.4026 | 0.0147 | 0.4173 | 0.0000 | 1,515.3593 | 1,515.3593 | 0.0233 | 0.1236 | 1,552.7729 |

3.4 Building Construction - 2029

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 | 0.1785 | 1.6273 | 2.0991 | 3.5200e-003 | | 0.0689 | 0.0689 | | 0.0648 | 0.0648 | 0.0000 | 302.6549 | 302.6549 | 0.0711 | 0.0000 | 304.4335 |
| Total | 0.1785 | 1.6273 | 2.0991 | 3.5200e-003 | | 0.0689 | 0.0689 | | 0.0648 | 0.0648 | 0.0000 | 302.6549 | 302.6549 | 0.0711 | 0.0000 | 304.4335 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0751 | 0.0751 | 0.0000 | 1.0000e-005 | 0.0787 |
| Vendor | 0.0382 | 1.6758 | 0.4751 | 6.9500e-003 | 0.2537 | 0.0108 | 0.2645 | 0.0733 | 0.0104 | 0.0837 | 0.0000 | 666.8579 | 666.8579 | 2.9000e-003 | 0.0995 | 696.5722 |
| Worker | 0.3436 | 0.1965 | 2.7779 | 8.9400e-003 | 1.2443 | 4.4300e-003 | 1.2487 | 0.3308 | 4.0700e-003 | 0.3349 | 0.0000 | 819.5624 | 819.5624 | 0.0187 | 0.0214 | 826.3984 |
| Total | 0.3818 | 1.8725 | 3.2530 | 0.0159 | 1.4980 | 0.0153 | 1.5132 | 0.4042 | 0.0144 | 0.4186 | 0.0000 | 1,486.4955 | 1,486.4955 | 0.0216 | 0.1209 | 1,523.0493 |

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 | 0.1784 | 1.6273 | 2.0991 | 3.5200e-003 | | 0.0689 | 0.0689 | | 0.0648 | 0.0648 | 0.0000 | 302.6545 | 302.6545 | 0.0711 | 0.0000 | 304.4331 |
| Total | 0.1784 | 1.6273 | 2.0991 | 3.5200e-003 | | 0.0689 | 0.0689 | | 0.0648 | 0.0648 | 0.0000 | 302.6545 | 302.6545 | 0.0711 | 0.0000 | 304.4331 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0751 | 0.0751 | 0.0000 | 1.0000e-005 | 0.0787 |
| Vendor | 0.0382 | 1.6758 | 0.4751 | 6.9500e-003 | 0.2537 | 0.0108 | 0.2645 | 0.0733 | 0.0104 | 0.0837 | 0.0000 | 666.8579 | 666.8579 | 2.9000e-003 | 0.0995 | 696.5722 |
| Worker | 0.3436 | 0.1965 | 2.7779 | 8.9400e-003 | 1.2443 | 4.4300e-003 | 1.2487 | 0.3308 | 4.0700e-003 | 0.3349 | 0.0000 | 819.5624 | 819.5624 | 0.0187 | 0.0214 | 826.3984 |
| Total | 0.3818 | 1.8725 | 3.2530 | 0.0159 | 1.4980 | 0.0153 | 1.5132 | 0.4042 | 0.0144 | 0.4186 | 0.0000 | 1,486.4955 | 1,486.4955 | 0.0216 | 0.1209 | 1,523.0493 |

3.4 Building Construction - 2030

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 | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0336 | 343.0336 | 0.0138 | 0.0000 | 343.3777 |
| Total | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0336 | 343.0336 | 0.0138 | 0.0000 | 343.3777 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0734 | 0.0734 | 0.0000 | 1.0000e-005 | 0.0769 |
| Vendor | 0.0378 | 1.6676 | 0.4716 | 6.8300e-003 | 0.2537 | 0.0108 | 0.2644 | 0.0733 | 0.0103 | 0.0836 | 0.0000 | 654.7871 | 654.7871 | 2.8400e-003 | 0.0976 | 683.9272 |
| Worker | 0.3192 | 0.1800 | 2.6414 | 8.7300e-003 | 1.2443 | 4.1300e-003 | 1.2484 | 0.3308 | 3.8000e-003 | 0.3346 | 0.0000 | 800.4131 | 800.4131 | 0.0172 | 0.0204 | 806.9349 |
| Total | 0.3570 | 1.8478 | 3.1130 | 0.0156 | 1.4980 | 0.0149 | 1.5129 | 0.4042 | 0.0141 | 0.4182 | 0.0000 | 1,455.2736 | 1,455.2736 | 0.0200 | 0.1180 | 1,490.9390 |

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 | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0332 | 343.0332 | 0.0138 | 0.0000 | 343.3773 |
| Total | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0332 | 343.0332 | 0.0138 | 0.0000 | 343.3773 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0734 | 0.0734 | 0.0000 | 1.0000e-005 | 0.0769 |
| Vendor | 0.0378 | 1.6676 | 0.4716 | 6.8300e-003 | 0.2537 | 0.0108 | 0.2644 | 0.0733 | 0.0103 | 0.0836 | 0.0000 | 654.7871 | 654.7871 | 2.8400e-003 | 0.0976 | 683.9272 |
| Worker | 0.3192 | 0.1800 | 2.6414 | 8.7300e-003 | 1.2443 | 4.1300e-003 | 1.2484 | 0.3308 | 3.8000e-003 | 0.3346 | 0.0000 | 800.4131 | 800.4131 | 0.0172 | 0.0204 | 806.9349 |
| Total | 0.3570 | 1.8478 | 3.1130 | 0.0156 | 1.4980 | 0.0149 | 1.5129 | 0.4042 | 0.0141 | 0.4182 | 0.0000 | 1,455.2736 | 1,455.2736 | 0.0200 | 0.1180 | 1,490.9390 |

3.4 Building Construction - 2031

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 | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0336 | 343.0336 | 0.0138 | 0.0000 | 343.3777 |
| Total | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0336 | 343.0336 | 0.0138 | 0.0000 | 343.3777 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0719 | 0.0719 | 0.0000 | 1.0000e-005 | 0.0753 |
| Vendor | 0.0374 | 1.6614 | 0.4696 | 6.7200e-003 | 0.2537 | 0.0107 | 0.2644 | 0.0733 | 0.0102 | 0.0836 | 0.0000 | 643.9881 | 643.9881 | 2.8000e-003 | 0.0958 | 672.6187 |
| Worker | 0.2953 | 0.1650 | 2.5187 | 8.5400e-003 | 1.2443 | 3.8500e-003 | 1.2481 | 0.3308 | 3.5400e-003 | 0.3344 | 0.0000 | 783.2806 | 783.2806 | 0.0158 | 0.0196 | 789.5241 |
| Total | 0.3327 | 1.8266 | 2.9884 | 0.0153 | 1.4980 | 0.0146 | 1.5125 | 0.4042 | 0.0138 | 0.4179 | 0.0000 | 1,427.3407 | 1,427.3407 | 0.0186 | 0.1155 | 1,462.2181 |

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 | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0332 | 343.0332 | 0.0138 | 0.0000 | 343.3773 |
| Total | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0332 | 343.0332 | 0.0138 | 0.0000 | 343.3773 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0719 | 0.0719 | 0.0000 | 1.0000e-005 | 0.0753 |
| Vendor | 0.0374 | 1.6614 | 0.4696 | 6.7200e-003 | 0.2537 | 0.0107 | 0.2644 | 0.0733 | 0.0102 | 0.0836 | 0.0000 | 643.9881 | 643.9881 | 2.8000e-003 | 0.0958 | 672.6187 |
| Worker | 0.2953 | 0.1650 | 2.5187 | 8.5400e-003 | 1.2443 | 3.8500e-003 | 1.2481 | 0.3308 | 3.5400e-003 | 0.3344 | 0.0000 | 783.2806 | 783.2806 | 0.0158 | 0.0196 | 789.5241 |
| Total | 0.3327 | 1.8266 | 2.9884 | 0.0153 | 1.4980 | 0.0146 | 1.5125 | 0.4042 | 0.0138 | 0.4179 | 0.0000 | 1,427.3407 | 1,427.3407 | 0.0186 | 0.1155 | 1,462.2181 |

3.4 Building Construction - 2032

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 | 0.1715 | 1.0394 | 2.1166 | 4.0600e-003 | | 0.0194 | 0.0194 | | 0.0194 | 0.0194 | 0.0000 | 344.3479 | 344.3479 | 0.0138 | 0.0000 | 344.6933 |
| Total | 0.1715 | 1.0394 | 2.1166 | 4.0600e-003 | | 0.0194 | 0.0194 | | 0.0194 | 0.0194 | 0.0000 | 344.3479 | 344.3479 | 0.0138 | 0.0000 | 344.6933 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0709 | 0.0709 | 0.0000 | 1.0000e-005 | 0.0742 |
| Vendor | 0.0373 | 1.6619 | 0.4707 | 6.6400e-003 | 0.2547 | 0.0107 | 0.2654 | 0.0736 | 0.0102 | 0.0838 | 0.0000 | 636.8287 | 636.8287 | 2.7800e-003 | 0.0947 | 665.1169 |
| Worker | 0.2759 | 0.1537 | 2.4257 | 8.4100e-003 | 1.2490 | 3.6100e-003 | 1.2526 | 0.3321 | 3.3200e-003 | 0.3354 | 0.0000 | 771.0385 | 771.0385 | 0.0147 | 0.0190 | 777.0804 |
| Total | 0.3133 | 1.8158 | 2.8964 | 0.0151 | 1.5037 | 0.0143 | 1.5180 | 0.4057 | 0.0135 | 0.4192 | 0.0000 | 1,407.9381 | 1,407.9381 | 0.0175 | 0.1137 | 1,442.2715 |

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 | 0.1715 | 1.0394 | 2.1166 | 4.0600e-003 | | 0.0194 | 0.0194 | | 0.0194 | 0.0194 | 0.0000 | 344.3475 | 344.3475 | 0.0138 | 0.0000 | 344.6929 |
| Total | 0.1715 | 1.0394 | 2.1166 | 4.0600e-003 | | 0.0194 | 0.0194 | | 0.0194 | 0.0194 | 0.0000 | 344.3475 | 344.3475 | 0.0138 | 0.0000 | 344.6929 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0709 | 0.0709 | 0.0000 | 1.0000e-005 | 0.0742 |
| Vendor | 0.0373 | 1.6619 | 0.4707 | 6.6400e-003 | 0.2547 | 0.0107 | 0.2654 | 0.0736 | 0.0102 | 0.0838 | 0.0000 | 636.8287 | 636.8287 | 2.7800e-003 | 0.0947 | 665.1169 |
| Worker | 0.2759 | 0.1537 | 2.4257 | 8.4100e-003 | 1.2490 | 3.6100e-003 | 1.2526 | 0.3321 | 3.3200e-003 | 0.3354 | 0.0000 | 771.0385 | 771.0385 | 0.0147 | 0.0190 | 777.0804 |
| Total | 0.3133 | 1.8158 | 2.8964 | 0.0151 | 1.5037 | 0.0143 | 1.5180 | 0.4057 | 0.0135 | 0.4192 | 0.0000 | 1,407.9381 | 1,407.9381 | 0.0175 | 0.1137 | 1,442.2715 |

3.4 Building Construction - 2033

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 | 0.0295 | 0.1785 | 0.3635 | 7.0000e-004 | | 3.3300e-003 | 3.3300e-003 | | 3.3300e-003 | 3.3300e-003 | 0.0000 | 59.1437 | 59.1437 | 2.3700e-003 | 0.0000 | 59.2031 |
| Total | 0.0295 | 0.1785 | 0.3635 | 7.0000e-004 | | 3.3300e-003 | 3.3300e-003 | | 3.3300e-003 | 3.3300e-003 | 0.0000 | 59.1437 | 59.1437 | 2.3700e-003 | 0.0000 | 59.2031 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

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 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0120 | 0.0120 | 0.0000 | 0.0000 | 0.0125 |
| Vendor | 6.3800e-003 | 0.2847 | 0.0809 | 1.1300e-003 | 0.0437 | 1.8300e-003 | 0.0456 | 0.0126 | 1.7500e-003 | 0.0144 | 0.0000 | 107.9277 | 107.9277 | 4.7000e-004 | 0.0160 | 112.7184 |
| Worker | 0.0442 | 0.0246 | 0.4012 | 1.4200e-003 | 0.2145 | 5.8000e-004 | 0.2151 | 0.0570 | 5.3000e-004 | 0.0576 | 0.0000 | 130.1048 | 130.1048 | 2.3500e-003 | 3.1700e-003 | 131.1097 |
| Total | 0.0506 | 0.3094 | 0.4821 | 2.5500e-003 | 0.2583 | 2.4100e-003 | 0.2607 | 0.0697 | 2.2800e-003 | 0.0720 | 0.0000 | 238.0444 | 238.0444 | 2.8200e-003 | 0.0192 | 243.8406 |

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 | 0.0295 | 0.1785 | 0.3635 | 7.0000e-004 | | 3.3300e-003 | 3.3300e-003 | | 3.3300e-003 | 3.3300e-003 | 0.0000 | 59.1437 | 59.1437 | 2.3700e-003 | 0.0000 | 59.2030 |
| Total | 0.0295 | 0.1785 | 0.3635 | 7.0000e-004 | | 3.3300e-003 | 3.3300e-003 | | 3.3300e-003 | 3.3300e-003 | 0.0000 | 59.1437 | 59.1437 | 2.3700e-003 | 0.0000 | 59.2030 |

Phase 2 Multifamily Residential - Unmitigated Construction and 2034 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

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 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0120 | 0.0120 | 0.0000 | 0.0000 | 0.0125 |
| Vendor | 6.3800e-003 | 0.2847 | 0.0809 | 1.1300e-003 | 0.0437 | 1.8300e-003 | 0.0456 | 0.0126 | 1.7500e-003 | 0.0144 | 0.0000 | 107.9277 | 107.9277 | 4.7000e-004 | 0.0160 | 112.7184 |
| Worker | 0.0442 | 0.0246 | 0.4012 | 1.4200e-003 | 0.2145 | 5.8000e-004 | 0.2151 | 0.0570 | 5.3000e-004 | 0.0576 | 0.0000 | 130.1048 | 130.1048 | 2.3500e-003 | 3.1700e-003 | 131.1097 |
| Total | 0.0506 | 0.3094 | 0.4821 | 2.5500e-003 | 0.2583 | 2.4100e-003 | 0.2607 | 0.0697 | 2.2800e-003 | 0.0720 | 0.0000 | 238.0444 | 238.0444 | 2.8200e-003 | 0.0192 | 243.8406 |

3.5 Paving - 2033

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 | 0.0762 | 0.3916 | 0.8717 | 1.5400e-003 | | 0.0182 | 0.0182 | | 0.0182 | 0.0182 | 0.0000 | 132.5473 | 132.5473 | 6.2100e-003 | 0.0000 | 132.7027 |
| Paving | 0.0294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.1055 | 0.3916 | 0.8717 | 1.5400e-003 | | 0.0182 | 0.0182 | | 0.0182 | 0.0182 | 0.0000 | 132.5473 | 132.5473 | 6.2100e-003 | 0.0000 | 132.7027 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2033

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 | 1.0000e-005 | 7.0000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2750 | 0.2750 | 0.0000 | 4.0000e-005 | 0.2879 |
| Vendor | 2.1000e-004 | 9.4700e-003 | 2.6900e-003 | 4.0000e-005 | 1.4500e-003 | 6.0000e-005 | 1.5200e-003 | 4.2000e-004 | 6.0000e-005 | 4.8000e-004 | 0.0000 | 3.5894 | 3.5894 | 2.0000e-005 | 5.3000e-004 | 3.7488 |
| Worker | 1.3500e-003 | 7.5000e-004 | 0.0123 | 4.0000e-005 | 6.5700e-003 | 2.0000e-005 | 6.5900e-003 | 1.7500e-003 | 2.0000e-005 | 1.7600e-003 | 0.0000 | 3.9854 | 3.9854 | 7.0000e-005 | 1.0000e-004 | 4.0162 |
| Total | 1.5700e-003 | 0.0109 | 0.0151 | 8.0000e-005 | 8.1200e-003 | 9.0000e-005 | 8.2200e-003 | 2.2000e-003 | 9.0000e-005 | 2.2700e-003 | 0.0000 | 7.8498 | 7.8498 | 9.0000e-005 | 6.7000e-004 | 8.0529 |

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 | 0.0762 | 0.3916 | 0.8717 | 1.5400e-003 | | 0.0182 | 0.0182 | | 0.0182 | 0.0182 | 0.0000 | 132.5472 | 132.5472 | 6.2100e-003 | 0.0000 | 132.7025 |
| Paving | 0.0294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.1055 | 0.3916 | 0.8717 | 1.5400e-003 | | 0.0182 | 0.0182 | | 0.0182 | 0.0182 | 0.0000 | 132.5472 | 132.5472 | 6.2100e-003 | 0.0000 | 132.7025 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2033

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 | 1.0000e-005 | 7.0000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2750 | 0.2750 | 0.0000 | 4.0000e-005 | 0.2879 |
| Vendor | 2.1000e-004 | 9.4700e-003 | 2.6900e-003 | 4.0000e-005 | 1.4500e-003 | 6.0000e-005 | 1.5200e-003 | 4.2000e-004 | 6.0000e-005 | 4.8000e-004 | 0.0000 | 3.5894 | 3.5894 | 2.0000e-005 | 5.3000e-004 | 3.7488 |
| Worker | 1.3500e-003 | 7.5000e-004 | 0.0123 | 4.0000e-005 | 6.5700e-003 | 2.0000e-005 | 6.5900e-003 | 1.7500e-003 | 2.0000e-005 | 1.7600e-003 | 0.0000 | 3.9854 | 3.9854 | 7.0000e-005 | 1.0000e-004 | 4.0162 |
| Total | 1.5700e-003 | 0.0109 | 0.0151 | 8.0000e-005 | 8.1200e-003 | 9.0000e-005 | 8.2200e-003 | 2.2000e-003 | 9.0000e-005 | 2.2700e-003 | 0.0000 | 7.8498 | 7.8498 | 9.0000e-005 | 6.7000e-004 | 8.0529 |

3.6 Architectural Coating - 2033

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 | 3.1600 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.8600e-003 | 0.0450 | 0.0944 | 1.6000e-004 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 13.4046 | 13.4046 | 5.4000e-004 | 0.0000 | 13.4181 |
| Total | 3.1669 | 0.0450 | 0.0944 | 1.6000e-004 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 13.4046 | 13.4046 | 5.4000e-004 | 0.0000 | 13.4181 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2033

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 | 1.1000e-004 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0438 | 0.0438 | 0.0000 | 1.0000e-005 | 0.0458 |
| 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 | 0.0206 | 0.0115 | 0.1869 | 6.6000e-004 | 0.1000 | 2.7000e-004 | 0.1002 | 0.0266 | 2.5000e-004 | 0.0268 | 0.0000 | 60.6141 | 60.6141 | 1.0900e-003 | 1.4800e-003 | 61.0823 |
| Total | 0.0206 | 0.0116 | 0.1869 | 6.6000e-004 | 0.1000 | 2.7000e-004 | 0.1002 | 0.0266 | 2.5000e-004 | 0.0268 | 0.0000 | 60.6579 | 60.6579 | 1.0900e-003 | 1.4900e-003 | 61.1281 |

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 | 3.1600 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.8600e-003 | 0.0450 | 0.0944 | 1.6000e-004 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 13.4046 | 13.4046 | 5.4000e-004 | 0.0000 | 13.4181 |
| Total | 3.1669 | 0.0450 | 0.0944 | 1.6000e-004 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 13.4046 | 13.4046 | 5.4000e-004 | 0.0000 | 13.4181 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2033

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 | 1.1000e-004 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0438 | 0.0438 | 0.0000 | 1.0000e-005 | 0.0458 |
| 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 | 0.0206 | 0.0115 | 0.1869 | 6.6000e-004 | 0.1000 | 2.7000e-004 | 0.1002 | 0.0266 | 2.5000e-004 | 0.0268 | 0.0000 | 60.6141 | 60.6141 | 1.0900e-003 | 1.4800e-003 | 61.0823 |
| Total | 0.0206 | 0.0116 | 0.1869 | 6.6000e-004 | 0.1000 | 2.7000e-004 | 0.1002 | 0.0266 | 2.5000e-004 | 0.0268 | 0.0000 | 60.6579 | 60.6579 | 1.0900e-003 | 1.4900e-003 | 61.1281 |

3.6 Architectural Coating - 2034

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 | 0.1505 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.3000e-004 | 2.1400e-003 | 4.4900e-003 | 1.0000e-005 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.6383 | 0.6383 | 3.0000e-005 | 0.0000 | 0.6390 |
| Total | 0.1508 | 2.1400e-003 | 4.4900e-003 | 1.0000e-005 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.6383 | 0.6383 | 3.0000e-005 | 0.0000 | 0.6390 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2034

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 2.0500e-003 | 2.0500e-003 | 0.0000 | 0.0000 | 2.1500e-003 |
| 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 | 9.2000e-004 | 5.2000e-004 | 8.6000e-003 | 3.0000e-005 | 4.7600e-003 | 1.0000e-005 | 4.7700e-003 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 0.0000 | 2.8409 | 2.8409 | 5.0000e-005 | 7.0000e-005 | 2.8626 |
| Total | 9.2000e-004 | 5.3000e-004 | 8.6000e-003 | 3.0000e-005 | 4.7600e-003 | 1.0000e-005 | 4.7700e-003 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 0.0000 | 2.8429 | 2.8429 | 5.0000e-005 | 7.0000e-005 | 2.8647 |

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 | 0.1505 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.3000e-004 | 2.1400e-003 | 4.4900e-003 | 1.0000e-005 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.6383 | 0.6383 | 3.0000e-005 | 0.0000 | 0.6390 |
| Total | 0.1508 | 2.1400e-003 | 4.4900e-003 | 1.0000e-005 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.6383 | 0.6383 | 3.0000e-005 | 0.0000 | 0.6390 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2034

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 2.0500e-003 | 2.0500e-003 | 0.0000 | 0.0000 | 2.1500e-003 |
| 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 | 9.2000e-004 | 5.2000e-004 | 8.6000e-003 | 3.0000e-005 | 4.7600e-003 | 1.0000e-005 | 4.7700e-003 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 0.0000 | 2.8409 | 2.8409 | 5.0000e-005 | 7.0000e-005 | 2.8626 |
| Total | 9.2000e-004 | 5.3000e-004 | 8.6000e-003 | 3.0000e-005 | 4.7600e-003 | 1.0000e-005 | 4.7700e-003 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 0.0000 | 2.8429 | 2.8429 | 5.0000e-005 | 7.0000e-005 | 2.8647 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 1.0911 | 2.5369 | 15.2369 | 0.0497 | 6.7205 | 0.0305 | 6.7510 | 1.7944 | 0.0286 | 1.8229 | 0.0000 | 4,641.9978 | 4,641.9978 | 0.2358 | 0.2113 | 4,710.8625 |
| Unmitigated | 1.0911 | 2.5369 | 15.2369 | 0.0497 | 6.7205 | 0.0305 | 6.7510 | 1.7944 | 0.0286 | 1.8229 | 0.0000 | 4,641.9978 | 4,641.9978 | 0.2358 | 0.2113 | 4,710.8625 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,104.36 | 2,104.36 | 2104.36 | 5,931,629 | 5,931,629 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 4,305.54 | 4,305.54 | 4305.54 | 12,136,186 | 12,136,186 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 6,409.90 | 6,409.90 | 6,409.90 | 18,067,816 | 18,067,816 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

4.4 Fleet Mix

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.498700 | 0.230800 | 0.170300 | 0.060900 | 0.000800 | 0.001000 | 0.007600 | 0.018000 | 0.000000 | 0.004400 | 0.002700 | 0.001200 | 0.003600 |
| City Park | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| Condo/Townhouse | 0.498700 | 0.230800 | 0.170300 | 0.060900 | 0.000800 | 0.001000 | 0.007600 | 0.018000 | 0.000000 | 0.004400 | 0.002700 | 0.001200 | 0.003600 |
| Other Asphalt Surfaces | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| Parking Lot | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

| Category | 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 | 692.5901 | 692.5901 | 0.0719 | 8.7100e-003 | 696.9837 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 692.5901 | 692.5901 | 0.0719 | 8.7100e-003 | 696.9837 |
| NaturalGas Mitigated | 0.0695 | 0.5941 | 0.2528 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 687.9766 | 687.9766 | 0.0132 | 0.0126 | 692.0649 |
| NaturalGas Unmitigated | 0.0695 | 0.5941 | 0.2528 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 687.9766 | 687.9766 | 0.0132 | 0.0126 | 692.0649 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 5.25524e+006 | 0.0283 | 0.2422 | 0.1030 | 1.5500e-003 | | 0.0196 | 0.0196 | | 0.0196 | 0.0196 | 0.0000 | 280.4395 | 280.4395 | 5.3800e-003 | 5.1400e-003 | 282.1060 |
| City Park | 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 |
| Condo/Townhouse | 7.63696e+006 | 0.0412 | 0.3519 | 0.1497 | 2.2500e-003 | | 0.0285 | 0.0285 | | 0.0285 | 0.0285 | 0.0000 | 407.5371 | 407.5371 | 7.8100e-003 | 7.4700e-003 | 409.9589 |
| 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 |
| Total | | 0.0695 | 0.5941 | 0.2528 | 3.8000e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 687.9766 | 687.9766 | 0.0132 | 0.0126 | 692.0649 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 5.25524e+006 | 0.0283 | 0.2422 | 0.1030 | 1.5500e-003 | | 0.0196 | 0.0196 | | 0.0196 | 0.0196 | 0.0000 | 280.4395 | 280.4395 | 5.3800e-003 | 5.1400e-003 | 282.1060 |
| City Park | 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 |
| Condo/Townhouse | 7.63696e+006 | 0.0412 | 0.3519 | 0.1497 | 2.2500e-003 | | 0.0285 | 0.0285 | | 0.0285 | 0.0285 | 0.0000 | 407.5371 | 407.5371 | 7.8100e-003 | 7.4700e-003 | 409.9589 |
| 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 |
| Total | | 0.0695 | 0.5941 | 0.2528 | 3.8000e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 687.9766 | 687.9766 | 0.0132 | 0.0126 | 692.0649 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.34384e+006 | 193.8078 | 0.0201 | 2.4400e-003 | 195.0373 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.28743e+006 | 474.1121 | 0.0492 | 5.9600e-003 | 477.1197 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 171060 | 24.6702 | 2.5600e-003 | 3.1000e-004 | 24.8267 |
| Total | | 692.5901 | 0.0719 | 8.7100e-003 | 696.9837 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.34384e+006 | 193.8078 | 0.0201 | 2.4400e-003 | 195.0373 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.28743e+006 | 474.1121 | 0.0492 | 5.9600e-003 | 477.1197 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 171060 | 24.6702 | 2.5600e-003 | 3.1000e-004 | 24.8267 |
| Total | | 692.5901 | 0.0719 | 8.7100e-003 | 696.9837 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use only Natural Gas Hearths

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 3.5920 | 0.4557 | 7.4590 | 2.7600e-003 | | 0.0706 | 0.0706 | | 0.0706 | 0.0706 | 0.0000 | 442.1108 | 442.1108 | 0.0196 | 7.8900e-003 | 444.9499 |
| Unmitigated | 3.5951 | 0.4562 | 7.5120 | 2.7600e-003 | | 0.0709 | 0.0709 | | 0.0709 | 0.0709 | 0.0000 | 442.2193 | 442.2193 | 0.0197 | 7.8900e-003 | 445.0625 |

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 | 0.3311 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.0006 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0435 | 0.3715 | 0.1581 | 2.3700e-003 | | 0.0300 | 0.0300 | | 0.0300 | 0.0300 | 0.0000 | 430.1749 | 430.1749 | 8.2500e-003 | 7.8900e-003 | 432.7313 |
| Landscaping | 0.2200 | 0.0848 | 7.3539 | 3.9000e-004 | | 0.0409 | 0.0409 | | 0.0409 | 0.0409 | 0.0000 | 12.0444 | 12.0444 | 0.0115 | 0.0000 | 12.3313 |
| Total | 3.5951 | 0.4562 | 7.5120 | 2.7600e-003 | | 0.0709 | 0.0709 | | 0.0709 | 0.0709 | 0.0000 | 442.2193 | 442.2193 | 0.0197 | 7.8900e-003 | 445.0625 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.3311 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.0006 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0435 | 0.3715 | 0.1581 | 2.3700e-003 | | 0.0300 | 0.0300 | | 0.0300 | 0.0300 | 0.0000 | 430.1749 | 430.1749 | 8.2500e-003 | 7.8900e-003 | 432.7313 |
| Landscaping | 0.2169 | 0.0843 | 7.3009 | 3.9000e-004 | | 0.0406 | 0.0406 | | 0.0406 | 0.0406 | 0.0000 | 11.9359 | 11.9359 | 0.0113 | 0.0000 | 12.2187 |
| Total | 3.5920 | 0.4557 | 7.4590 | 2.7600e-003 | | 0.0706 | 0.0706 | | 0.0706 | 0.0706 | 0.0000 | 442.1108 | 442.1108 | 0.0196 | 7.8900e-003 | 444.9499 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 75.1585 | 1.6926 | 0.0406 | 129.5621 |
| Unmitigated | 93.9482 | 2.1158 | 0.0507 | 161.9526 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|------------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 21.2402 / 13.3906 | 30.0730 | 0.6945 | 0.0166 | 52.3938 |
| City Park | 0 / 4.64678 | 2.3456 | 2.4000e-004 | 3.0000e-005 | 2.3604 |
| Condo/Townhouse | 43.4577 / 27.3973 | 61.5297 | 1.4210 | 0.0340 | 107.1984 |
| 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 |
| Total | | 93.9482 | 2.1158 | 0.0507 | 161.9526 |

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7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|------------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 16.9922 / 10.7125 | 24.0584 | 0.5556 | 0.0133 | 41.9151 |
| City Park | 0 / 3.71742 | 1.8764 | 1.9000e-004 | 2.0000e-005 | 1.8883 |
| Condo/Townhouse | 34.7662 / 21.9178 | 49.2237 | 1.1368 | 0.0272 | 85.7587 |
| 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 |
| Total | | 75.1585 | 1.6926 | 0.0406 | 129.5621 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| | MT/yr | | | |
| Mitigated | 64.9539 | 3.8387 | 0.0000 | 160.9204 |
| Unmitigated | 92.7912 | 5.4838 | 0.0000 | 229.8863 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|------------------------|----------------|----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 149.96 | 30.4405 | 1.7990 | 0.0000 | 75.4151 |
| City Park | 0.34 | 0.0690 | 4.0800e-003 | 0.0000 | 0.1710 |
| Condo/Townhouse | 306.82 | 62.2817 | 3.6807 | 0.0000 | 154.3002 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 92.7912 | 5.4838 | 0.0000 | 229.8863 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|------------------------|----------------|----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 104.972 | 21.3084 | 1.2593 | 0.0000 | 52.7906 |
| City Park | 0.238 | 0.0483 | 2.8600e-003 | 0.0000 | 0.1197 |
| Condo/Townhouse | 214.774 | 43.5972 | 2.5765 | 0.0000 | 108.0102 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 64.9539 | 3.8387 | 0.0000 | 160.9204 |

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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

User Defined Equipment

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations

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1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------------|----------|---------------|-------------|--------------------|------------|
| City Park | 9.90 | Acre | 9.90 | 431,244.00 | 0 |
| Single Family Housing | 1,087.00 | Dwelling Unit | 207.60 | 1,956,600.00 | 3109 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2035 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Single-Family Detached Housing
 Unmitigated Construction and 2037 Operations (2035 operational year used, as the closest options in CalEEMod are 2035 or 2040)
 CO2 intensity factor updated to match RPS requirements

Land Use - 204.5 acres of Low Density Residential (up to 1,022 units)
 Plus 65 units of low density residential in place of the 13.0 acre elementary school
 1,022+65=1,087

Construction Phase - No demolition
 Construction schedule adjusted to estimate construction of 100 low-density residential units per year on average and anticipated project buildout timeline

Off-road Equipment -

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
 Additional vendor trips added to the paving phase to account for delivery of materials.

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Project-specific trip rates

Single-Family Detached Housing ADT: 8.546/DU

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2037 operational year

Water And Wastewater -

Solid Waste -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 4,650.00 | 2,535.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.57 | 0.49 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |

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| | | | |
|---------------------------|----------------------------|-------------|-------------|
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.02 | 9.0000e-004 |
| tblFleetMix | LHD2 | 5.8430e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 3.0000e-003 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MH | 2.4450e-003 | 4.0000e-003 |
| tblFleetMix | MHD | 0.01 | 7.8000e-003 |
| tblFleetMix | OBUS | 5.9100e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1480e-003 | 1.1000e-003 |
| tblFleetMix | UBUS | 4.5900e-004 | 4.4000e-003 |
| tblLandUse | LotAcreage | 352.92 | 207.60 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.40 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.50 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 36.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |

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| | | | |
|-----------------|-------------------|----------|------|
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.0832 | 0.8340 | 0.6039 | 1.3000e-003 | 0.7441 | 0.0359 | 0.7800 | 0.3444 | 0.0330 | 0.3775 | 0.0000 | 113.9675 | 113.9675 | 0.0358 | 1.2000e-004 | 114.8979 |
| 2027 | 1.0276 | 8.8231 | 10.6115 | 0.0257 | 3.1505 | 0.3357 | 3.4862 | 1.1199 | 0.3117 | 1.4316 | 0.0000 | 2,297.9392 | 2,297.9392 | 0.4199 | 0.0796 | 2,332.1642 |
| 2028 | 0.9429 | 8.0860 | 9.5307 | 0.0244 | 2.3015 | 0.2966 | 2.5981 | 0.7210 | 0.2757 | 0.9967 | 0.0000 | 2,182.0440 | 2,182.0440 | 0.3939 | 0.0760 | 2,214.5245 |
| 2029 | 0.6011 | 4.9569 | 6.2596 | 0.0170 | 1.6749 | 0.1681 | 1.8430 | 0.3818 | 0.1575 | 0.5393 | 0.0000 | 1,532.5554 | 1,532.5554 | 0.1929 | 0.0736 | 1,559.3012 |
| 2030 | 0.4904 | 3.0482 | 5.4366 | 0.0159 | 0.7560 | 0.0443 | 0.8003 | 0.2047 | 0.0439 | 0.2486 | 0.0000 | 1,428.8747 | 1,428.8747 | 0.0353 | 0.0718 | 1,451.1592 |
| 2031 | 0.4787 | 3.0371 | 5.3767 | 0.0158 | 0.7560 | 0.0442 | 0.8001 | 0.2047 | 0.0437 | 0.2484 | 0.0000 | 1,413.8184 | 1,413.8184 | 0.0346 | 0.0703 | 1,435.6458 |
| 2032 | 0.4706 | 3.0393 | 5.3478 | 0.0157 | 0.7589 | 0.0442 | 0.8030 | 0.2055 | 0.0437 | 0.2492 | 0.0000 | 1,405.8275 | 1,405.8275 | 0.0342 | 0.0693 | 1,427.3432 |
| 2033 | 0.4580 | 3.0085 | 5.2644 | 0.0154 | 0.7531 | 0.0437 | 0.7967 | 0.2039 | 0.0433 | 0.2472 | 0.0000 | 1,383.3413 | 1,383.3413 | 0.0334 | 0.0677 | 1,404.3524 |
| 2034 | 0.4502 | 3.0012 | 5.2270 | 0.0153 | 0.7531 | 0.0435 | 0.7966 | 0.2039 | 0.0431 | 0.2471 | 0.0000 | 1,372.8097 | 1,372.8097 | 0.0330 | 0.0667 | 1,393.5189 |
| 2035 | 0.9091 | 2.8321 | 5.2508 | 0.0154 | 0.7678 | 0.0299 | 0.7977 | 0.2079 | 0.0295 | 0.2374 | 0.0000 | 1,379.0499 | 1,379.0499 | 0.0311 | 0.0663 | 1,399.5889 |
| 2036 | 5.2019 | 2.1436 | 4.1941 | 0.0122 | 0.6635 | 0.0230 | 0.6865 | 0.1791 | 0.0227 | 0.2018 | 0.0000 | 1,089.4349 | 1,089.4349 | 0.0246 | 0.0493 | 1,104.7522 |
| 2037 | 0.7850 | 0.0179 | 0.0711 | 1.8000e-004 | 0.0191 | 2.5000e-004 | 0.0193 | 5.0700e-003 | 2.5000e-004 | 5.3200e-003 | 0.0000 | 16.5907 | 16.5907 | 3.8000e-004 | 2.7000e-004 | 16.6809 |
| Maximum | 5.2019 | 8.8231 | 10.6115 | 0.0257 | 3.1505 | 0.3357 | 3.4862 | 1.1199 | 0.3117 | 1.4316 | 0.0000 | 2,297.9392 | 2,297.9392 | 0.4199 | 0.0796 | 2,332.1642 |

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2.1 Overall Construction

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.0832 | 0.8340 | 0.6039 | 1.3000e-003 | 0.3375 | 0.0359 | 0.3734 | 0.1557 | 0.0330 | 0.1887 | 0.0000 | 113.9673 | 113.9673 | 0.0358 | 1.2000e-004 | 114.8977 |
| 2027 | 1.0276 | 8.8231 | 10.6115 | 0.0257 | 1.8551 | 0.3357 | 2.1908 | 0.6224 | 0.3117 | 0.9341 | 0.0000 | 2,297.9375 | 2,297.9375 | 0.4199 | 0.0796 | 2,332.1625 |
| 2028 | 0.9429 | 8.0860 | 9.5307 | 0.0244 | 1.4641 | 0.2966 | 1.7607 | 0.4404 | 0.2757 | 0.7161 | 0.0000 | 2,182.0424 | 2,182.0424 | 0.3939 | 0.0760 | 2,214.5229 |
| 2029 | 0.6011 | 4.9569 | 6.2596 | 0.0170 | 1.1720 | 0.1681 | 1.3401 | 0.2851 | 0.1575 | 0.4426 | 0.0000 | 1,532.5545 | 1,532.5545 | 0.1929 | 0.0736 | 1,559.3003 |
| 2030 | 0.4904 | 3.0482 | 5.4365 | 0.0159 | 0.7560 | 0.0443 | 0.8003 | 0.2047 | 0.0439 | 0.2486 | 0.0000 | 1,428.8740 | 1,428.8740 | 0.0353 | 0.0718 | 1,451.1585 |
| 2031 | 0.4787 | 3.0371 | 5.3767 | 0.0158 | 0.7560 | 0.0442 | 0.8001 | 0.2047 | 0.0437 | 0.2484 | 0.0000 | 1,413.8177 | 1,413.8177 | 0.0346 | 0.0703 | 1,435.6451 |
| 2032 | 0.4706 | 3.0393 | 5.3478 | 0.0157 | 0.7589 | 0.0442 | 0.8030 | 0.2055 | 0.0437 | 0.2492 | 0.0000 | 1,405.8268 | 1,405.8268 | 0.0342 | 0.0693 | 1,427.3425 |
| 2033 | 0.4580 | 3.0085 | 5.2644 | 0.0154 | 0.7531 | 0.0437 | 0.7967 | 0.2039 | 0.0433 | 0.2472 | 0.0000 | 1,383.3405 | 1,383.3405 | 0.0334 | 0.0677 | 1,404.3517 |
| 2034 | 0.4502 | 3.0012 | 5.2270 | 0.0153 | 0.7531 | 0.0435 | 0.7966 | 0.2039 | 0.0431 | 0.2471 | 0.0000 | 1,372.8089 | 1,372.8089 | 0.0330 | 0.0667 | 1,393.5182 |
| 2035 | 0.9091 | 2.8321 | 5.2508 | 0.0154 | 0.7678 | 0.0299 | 0.7977 | 0.2079 | 0.0295 | 0.2374 | 0.0000 | 1,379.0492 | 1,379.0492 | 0.0311 | 0.0663 | 1,399.5882 |
| 2036 | 5.2019 | 2.1436 | 4.1941 | 0.0122 | 0.6635 | 0.0230 | 0.6865 | 0.1791 | 0.0227 | 0.2018 | 0.0000 | 1,089.4344 | 1,089.4344 | 0.0246 | 0.0493 | 1,104.7516 |
| 2037 | 0.7850 | 0.0179 | 0.0711 | 1.8000e-004 | 0.0191 | 2.5000e-004 | 0.0193 | 5.0700e-003 | 2.5000e-004 | 5.3200e-003 | 0.0000 | 16.5907 | 16.5907 | 3.8000e-004 | 2.7000e-004 | 16.6809 |
| Maximum | 5.2019 | 8.8231 | 10.6115 | 0.0257 | 1.8551 | 0.3357 | 2.1908 | 0.6224 | 0.3117 | 0.9341 | 0.0000 | 2,297.9375 | 2,297.9375 | 0.4199 | 0.0796 | 2,332.1625 |

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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 |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 23.23 | 0.00 | 21.41 | 26.71 | 0.00 | 21.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 10-1-2026 | 12-31-2026 | 0.9134 | 0.9134 |
| 2 | 1-1-2027 | 3-31-2027 | 2.3800 | 2.3800 |
| 3 | 4-1-2027 | 6-30-2027 | 2.4135 | 2.4135 |
| 4 | 7-1-2027 | 9-30-2027 | 2.5194 | 2.5194 |
| 5 | 10-1-2027 | 12-31-2027 | 2.5361 | 2.5361 |
| 6 | 1-1-2028 | 3-31-2028 | 2.5003 | 2.5003 |
| 7 | 4-1-2028 | 6-30-2028 | 2.1880 | 2.1880 |
| 8 | 7-1-2028 | 9-30-2028 | 2.1909 | 2.1909 |
| 9 | 10-1-2028 | 12-31-2028 | 2.2072 | 2.2072 |
| 10 | 1-1-2029 | 3-31-2029 | 2.0412 | 2.0412 |
| 11 | 4-1-2029 | 6-30-2029 | 1.1544 | 1.1544 |
| 12 | 7-1-2029 | 9-30-2029 | 1.1671 | 1.1671 |
| 13 | 10-1-2029 | 12-31-2029 | 1.1834 | 1.1834 |
| 14 | 1-1-2030 | 3-31-2030 | 0.8809 | 0.8809 |
| 15 | 4-1-2030 | 6-30-2030 | 0.8744 | 0.8744 |
| 16 | 7-1-2030 | 9-30-2030 | 0.8840 | 0.8840 |
| 17 | 10-1-2030 | 12-31-2030 | 0.9005 | 0.9005 |
| 18 | 1-1-2031 | 3-31-2031 | 0.8750 | 0.8750 |
| 19 | 4-1-2031 | 6-30-2031 | 0.8684 | 0.8684 |
| 20 | 7-1-2031 | 9-30-2031 | 0.8779 | 0.8779 |
| 21 | 10-1-2031 | 12-31-2031 | 0.8945 | 0.8945 |
| 22 | 1-1-2032 | 3-31-2032 | 0.8798 | 0.8798 |
| 23 | 4-1-2032 | 6-30-2032 | 0.8633 | 0.8633 |
| 24 | 7-1-2032 | 9-30-2032 | 0.8728 | 0.8728 |
| 25 | 10-1-2032 | 12-31-2032 | 0.8894 | 0.8894 |

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| | | | | |
|----|-----------|------------|--------|--------|
| 26 | 1-1-2033 | 3-31-2033 | 0.8659 | 0.8659 |
| 27 | 4-1-2033 | 6-30-2033 | 0.8589 | 0.8589 |
| 28 | 7-1-2033 | 9-30-2033 | 0.8683 | 0.8683 |
| 29 | 10-1-2033 | 12-31-2033 | 0.8851 | 0.8851 |
| 30 | 1-1-2034 | 3-31-2034 | 0.8620 | 0.8620 |
| 31 | 4-1-2034 | 6-30-2034 | 0.8548 | 0.8548 |
| 32 | 7-1-2034 | 9-30-2034 | 0.8642 | 0.8642 |
| 33 | 10-1-2034 | 12-31-2034 | 0.8812 | 0.8812 |
| 34 | 1-1-2035 | 3-31-2035 | 0.8076 | 0.8076 |
| 35 | 4-1-2035 | 6-30-2035 | 0.7996 | 0.7996 |
| 36 | 7-1-2035 | 9-30-2035 | 0.8084 | 0.8084 |
| 37 | 10-1-2035 | 12-31-2035 | 1.3310 | 1.3310 |
| 38 | 1-1-2036 | 3-31-2036 | 2.0597 | 2.0597 |
| 39 | 4-1-2036 | 6-30-2036 | 2.0429 | 2.0429 |
| 40 | 7-1-2036 | 9-30-2036 | 1.9599 | 1.9599 |
| 41 | 10-1-2036 | 12-31-2036 | 1.2568 | 1.2568 |
| 42 | 1-1-2037 | 3-31-2037 | 0.8196 | 0.8196 |
| | | Highest | 2.5361 | 2.5361 |

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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 | 6.6890 | 0.4994 | 8.2158 | 3.0200e-003 | | 0.0776 | 0.0776 | | 0.0776 | 0.0776 | 0.0000 | 484.0806 | 484.0806 | 0.0216 | 8.6300e-003 | 487.1927 |
| Energy | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 2,622.9725 | 2,622.9725 | 0.1556 | 0.0409 | 2,639.0589 |
| Mobile | 1.5263 | 3.8417 | 21.7687 | 0.0719 | 9.7430 | 0.0443 | 9.7873 | 2.6015 | 0.0415 | 2.6431 | 0.0000 | 6,714.1703 | 6,714.1703 | 0.3374 | 0.3139 | 6,816.1567 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 227.3682 | 0.0000 | 227.3682 | 13.4371 | 0.0000 | 563.2950 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 22.4687 | 83.7594 | 106.2281 | 2.3164 | 0.0555 | 180.6915 |
| Total | 8.3546 | 5.5314 | 30.4910 | 0.0825 | 9.7430 | 0.2182 | 9.9612 | 2.6015 | 0.2154 | 2.8169 | 249.8368 | 9,904.9828 | 10,154.8197 | 16.2681 | 0.4190 | 10,686.3948 |

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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 | 6.6856 | 0.4988 | 8.1579 | 3.0200e-003 | | 0.0773 | 0.0773 | | 0.0773 | 0.0773 | 0.0000 | 483.9619 | 483.9619 | 0.0214 | 8.6300e-003 | 487.0695 |
| Energy | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 2,622.9725 | 2,622.9725 | 0.1556 | 0.0409 | 2,639.0589 |
| Mobile | 1.5263 | 3.8417 | 21.7687 | 0.0719 | 9.7430 | 0.0443 | 9.7873 | 2.6015 | 0.0415 | 2.6431 | 0.0000 | 6,714.1703 | 6,714.1703 | 0.3374 | 0.3139 | 6,816.1567 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 159.1577 | 0.0000 | 159.1577 | 9.4060 | 0.0000 | 394.3065 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 17.9750 | 67.0075 | 84.9824 | 1.8532 | 0.0444 | 144.5532 |
| Total | 8.3512 | 5.5308 | 30.4331 | 0.0825 | 9.7430 | 0.2178 | 9.9608 | 2.6015 | 0.2151 | 2.8166 | 177.1327 | 9,888.1122 | 10,065.2448 | 11.7735 | 0.4079 | 10,481.1448 |

| | 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 | 0.04 | 0.01 | 0.19 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.16 | 0.01 | 29.10 | 0.17 | 0.88 | 27.63 | 2.65 | 1.92 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2026 | 6/9/2027 | 5 | 180 | |
| 2 | Building Construction | Building Construction | 1/1/2027 | 9/18/2036 | 5 | 2535 | |
| 3 | Paving | Paving | 1/1/2027 | 4/6/2028 | 5 | 330 | |

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| | | | | | | |
|---|-----------------------|-----------------------|------------|-----------|---|-----|
| 4 | Grading | Grading | 6/10/2027 | 3/21/2029 | 5 | 465 |
| 5 | Architectural Coating | Architectural Coating | 11/25/2035 | 3/1/2037 | 5 | 330 |

Acres of Grading (Site Preparation Phase): 270

Acres of Grading (Grading Phase): 1395

Acres of Paving: 0

Residential Indoor: 3,962,115; Residential Outdoor: 1,320,705; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 2 | 6.40 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 7.30 | 89 | 0.20 |
| Building Construction | Generator Sets | 2 | 7.30 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 6.50 | 97 | 0.37 |
| Building Construction | Welders | 2 | 7.30 | 46 | 0.45 |
| 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 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 18 | 572.00 | 187.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 36.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 114.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2026

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 | | | | | 0.7394 | 0.0000 | 0.7394 | 0.3432 | 0.0000 | 0.3432 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0816 | 0.8327 | 0.5911 | 1.2600e-003 | | 0.0359 | 0.0359 | | 0.0330 | 0.0330 | 0.0000 | 110.4411 | 110.4411 | 0.0357 | 0.0000 | 111.3340 |
| Total | 0.0816 | 0.8327 | 0.5911 | 1.2600e-003 | 0.7394 | 0.0359 | 0.7752 | 0.3432 | 0.0330 | 0.3762 | 0.0000 | 110.4411 | 110.4411 | 0.0357 | 0.0000 | 111.3340 |

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3.2 Site Preparation - 2026

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 | 1.0000e-005 | 3.2000e-004 | 7.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1371 | 0.1371 | 0.0000 | 2.0000e-005 | 0.1435 |
| 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 | 1.6300e-003 | 1.0100e-003 | 0.0127 | 4.0000e-005 | 4.7300e-003 | 2.0000e-005 | 4.7500e-003 | 1.2600e-003 | 2.0000e-005 | 1.2800e-003 | 0.0000 | 3.3893 | 3.3893 | 9.0000e-005 | 1.0000e-004 | 3.4203 |
| Total | 1.6400e-003 | 1.3300e-003 | 0.0128 | 4.0000e-005 | 4.7700e-003 | 2.0000e-005 | 4.8000e-003 | 1.2700e-003 | 2.0000e-005 | 1.2900e-003 | 0.0000 | 3.5264 | 3.5264 | 9.0000e-005 | 1.2000e-004 | 3.5638 |

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 | | | | | 0.3327 | 0.0000 | 0.3327 | 0.1544 | 0.0000 | 0.1544 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0816 | 0.8327 | 0.5911 | 1.2600e-003 | | 0.0359 | 0.0359 | | 0.0330 | 0.0330 | 0.0000 | 110.4409 | 110.4409 | 0.0357 | 0.0000 | 111.3339 |
| Total | 0.0816 | 0.8327 | 0.5911 | 1.2600e-003 | 0.3327 | 0.0359 | 0.3686 | 0.1544 | 0.0330 | 0.1874 | 0.0000 | 110.4409 | 110.4409 | 0.0357 | 0.0000 | 111.3339 |

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3.2 Site Preparation - 2026

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 | 1.0000e-005 | 3.2000e-004 | 7.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1371 | 0.1371 | 0.0000 | 2.0000e-005 | 0.1435 |
| 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 | 1.6300e-003 | 1.0100e-003 | 0.0127 | 4.0000e-005 | 4.7300e-003 | 2.0000e-005 | 4.7500e-003 | 1.2600e-003 | 2.0000e-005 | 1.2800e-003 | 0.0000 | 3.3893 | 3.3893 | 9.0000e-005 | 1.0000e-004 | 3.4203 |
| Total | 1.6400e-003 | 1.3300e-003 | 0.0128 | 4.0000e-005 | 4.7700e-003 | 2.0000e-005 | 4.8000e-003 | 1.2700e-003 | 2.0000e-005 | 1.2900e-003 | 0.0000 | 3.5264 | 3.5264 | 9.0000e-005 | 1.2000e-004 | 3.5638 |

3.2 Site Preparation - 2027

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 | | | | | 1.1729 | 0.0000 | 1.1729 | 0.5815 | 0.0000 | 0.5815 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1409 | 1.4383 | 1.0210 | 2.1700e-003 | | 0.0620 | 0.0620 | | 0.0570 | 0.0570 | 0.0000 | 190.7618 | 190.7618 | 0.0617 | 0.0000 | 192.3042 |
| Total | 0.1409 | 1.4383 | 1.0210 | 2.1700e-003 | 1.1729 | 0.0620 | 1.2349 | 0.5815 | 0.0570 | 0.6385 | 0.0000 | 190.7618 | 190.7618 | 0.0617 | 0.0000 | 192.3042 |

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3.2 Site Preparation - 2027

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 | 1.0000e-005 | 5.4000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2310 | 0.2310 | 0.0000 | 4.0000e-005 | 0.2419 |
| 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 | 2.6100e-003 | 1.5600e-003 | 0.0205 | 6.0000e-005 | 8.1700e-003 | 3.0000e-005 | 8.2100e-003 | 2.1700e-003 | 3.0000e-005 | 2.2000e-003 | 0.0000 | 5.6801 | 5.6801 | 1.5000e-004 | 1.6000e-004 | 5.7302 |
| Total | 2.6200e-003 | 2.1000e-003 | 0.0206 | 6.0000e-005 | 8.2500e-003 | 4.0000e-005 | 8.2900e-003 | 2.1900e-003 | 3.0000e-005 | 2.2300e-003 | 0.0000 | 5.9111 | 5.9111 | 1.5000e-004 | 2.0000e-004 | 5.9721 |

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 | | | | | 0.5278 | 0.0000 | 0.5278 | 0.2617 | 0.0000 | 0.2617 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1409 | 1.4383 | 1.0210 | 2.1700e-003 | | 0.0620 | 0.0620 | | 0.0570 | 0.0570 | 0.0000 | 190.7616 | 190.7616 | 0.0617 | 0.0000 | 192.3040 |
| Total | 0.1409 | 1.4383 | 1.0210 | 2.1700e-003 | 0.5278 | 0.0620 | 0.5898 | 0.2617 | 0.0570 | 0.3187 | 0.0000 | 190.7616 | 190.7616 | 0.0617 | 0.0000 | 192.3040 |

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3.2 Site Preparation - 2027

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 | 1.0000e-005 | 5.4000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2310 | 0.2310 | 0.0000 | 4.0000e-005 | 0.2419 |
| 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 | 2.6100e-003 | 1.5600e-003 | 0.0205 | 6.0000e-005 | 8.1700e-003 | 3.0000e-005 | 8.2100e-003 | 2.1700e-003 | 3.0000e-005 | 2.2000e-003 | 0.0000 | 5.6801 | 5.6801 | 1.5000e-004 | 1.6000e-004 | 5.7302 |
| Total | 2.6200e-003 | 2.1000e-003 | 0.0206 | 6.0000e-005 | 8.2500e-003 | 4.0000e-005 | 8.2900e-003 | 2.1900e-003 | 3.0000e-005 | 2.2300e-003 | 0.0000 | 5.9111 | 5.9111 | 1.5000e-004 | 2.0000e-004 | 5.9721 |

3.3 Building Construction - 2027

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 | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5691 | 555.5691 | 0.1309 | 0.0000 | 558.8412 |
| Total | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5691 | 555.5691 | 0.1309 | 0.0000 | 558.8412 |

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3.3 Building Construction - 2027

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 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0322 | 0.0322 | 0.0000 | 1.0000e-005 | 0.0337 |
| Vendor | 0.0251 | 1.0790 | 0.3085 | 4.6000e-003 | 0.1614 | 6.9800e-003 | 0.1683 | 0.0466 | 6.6700e-003 | 0.0533 | 0.0000 | 441.2556 | 441.2556 | 1.9200e-003 | 0.0660 | 460.9723 |
| Worker | 0.1898 | 0.1137 | 1.4920 | 4.5100e-003 | 0.5946 | 2.4300e-003 | 0.5970 | 0.1581 | 2.2300e-003 | 0.1603 | 0.0000 | 413.2501 | 413.2501 | 0.0107 | 0.0114 | 416.8994 |
| Total | 0.2149 | 1.1928 | 1.8006 | 9.1100e-003 | 0.7559 | 9.4100e-003 | 0.7654 | 0.2047 | 8.9000e-003 | 0.2136 | 0.0000 | 854.5379 | 854.5379 | 0.0126 | 0.0774 | 877.9055 |

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 | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5685 | 555.5685 | 0.1309 | 0.0000 | 558.8405 |
| Total | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5685 | 555.5685 | 0.1309 | 0.0000 | 558.8405 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0322 | 0.0322 | 0.0000 | 1.0000e-005 | 0.0337 |
| Vendor | 0.0251 | 1.0790 | 0.3085 | 4.6000e-003 | 0.1614 | 6.9800e-003 | 0.1683 | 0.0466 | 6.6700e-003 | 0.0533 | 0.0000 | 441.2556 | 441.2556 | 1.9200e-003 | 0.0660 | 460.9723 |
| Worker | 0.1898 | 0.1137 | 1.4920 | 4.5100e-003 | 0.5946 | 2.4300e-003 | 0.5970 | 0.1581 | 2.2300e-003 | 0.1603 | 0.0000 | 413.2501 | 413.2501 | 0.0107 | 0.0114 | 416.8994 |
| Total | 0.2149 | 1.1928 | 1.8006 | 9.1100e-003 | 0.7559 | 9.4100e-003 | 0.7654 | 0.2047 | 8.9000e-003 | 0.2136 | 0.0000 | 854.5379 | 854.5379 | 0.0126 | 0.0774 | 877.9055 |

3.3 Building Construction - 2028

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 | 0.3260 | 2.9744 | 3.8413 | 6.4300e-003 | | 0.1258 | 0.1258 | | 0.1183 | 0.1183 | 0.0000 | 553.4405 | 553.4405 | 0.1304 | 0.0000 | 556.7000 |
| Total | 0.3260 | 2.9744 | 3.8413 | 6.4300e-003 | | 0.1258 | 0.1258 | | 0.1183 | 0.1183 | 0.0000 | 553.4405 | 553.4405 | 0.1304 | 0.0000 | 556.7000 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2028

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0313 | 0.0313 | 0.0000 | 0.0000 | 0.0328 |
| Vendor | 0.0246 | 1.0689 | 0.3040 | 4.4900e-003 | 0.1607 | 6.9100e-003 | 0.1676 | 0.0465 | 6.6100e-003 | 0.0531 | 0.0000 | 430.9496 | 430.9496 | 1.8700e-003 | 0.0644 | 450.1788 |
| Worker | 0.1760 | 0.1027 | 1.3989 | 4.3700e-003 | 0.5923 | 2.2600e-003 | 0.5946 | 0.1575 | 2.0800e-003 | 0.1596 | 0.0000 | 400.3269 | 400.3269 | 9.7100e-003 | 0.0107 | 403.7568 |
| Total | 0.2006 | 1.1716 | 1.7029 | 8.8600e-003 | 0.7531 | 9.1700e-003 | 0.7622 | 0.2039 | 8.6900e-003 | 0.2126 | 0.0000 | 831.3077 | 831.3077 | 0.0116 | 0.0751 | 853.9684 |

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 | 0.3260 | 2.9744 | 3.8412 | 6.4300e-003 | | 0.1258 | 0.1258 | | 0.1183 | 0.1183 | 0.0000 | 553.4399 | 553.4399 | 0.1304 | 0.0000 | 556.6994 |
| Total | 0.3260 | 2.9744 | 3.8412 | 6.4300e-003 | | 0.1258 | 0.1258 | | 0.1183 | 0.1183 | 0.0000 | 553.4399 | 553.4399 | 0.1304 | 0.0000 | 556.6994 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2028

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0313 | 0.0313 | 0.0000 | 0.0000 | 0.0328 |
| Vendor | 0.0246 | 1.0689 | 0.3040 | 4.4900e-003 | 0.1607 | 6.9100e-003 | 0.1676 | 0.0465 | 6.6100e-003 | 0.0531 | 0.0000 | 430.9496 | 430.9496 | 1.8700e-003 | 0.0644 | 450.1788 |
| Worker | 0.1760 | 0.1027 | 1.3989 | 4.3700e-003 | 0.5923 | 2.2600e-003 | 0.5946 | 0.1575 | 2.0800e-003 | 0.1596 | 0.0000 | 400.3269 | 400.3269 | 9.7100e-003 | 0.0107 | 403.7568 |
| Total | 0.2006 | 1.1716 | 1.7029 | 8.8600e-003 | 0.7531 | 9.1700e-003 | 0.7622 | 0.2039 | 8.6900e-003 | 0.2126 | 0.0000 | 831.3077 | 831.3077 | 0.0116 | 0.0751 | 853.9684 |

3.3 Building Construction - 2029

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 | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5691 | 555.5691 | 0.1309 | 0.0000 | 558.8412 |
| Total | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5691 | 555.5691 | 0.1309 | 0.0000 | 558.8412 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2029

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0306 | 0.0306 | 0.0000 | 0.0000 | 0.0321 |
| Vendor | 0.0243 | 1.0659 | 0.3022 | 4.4200e-003 | 0.1614 | 6.8800e-003 | 0.1682 | 0.0466 | 6.5800e-003 | 0.0532 | 0.0000 | 424.1579 | 424.1579 | 1.8400e-003 | 0.0633 | 443.0578 |
| Worker | 0.1642 | 0.0939 | 1.3274 | 4.2700e-003 | 0.5946 | 2.1100e-003 | 0.5967 | 0.1581 | 1.9500e-003 | 0.1600 | 0.0000 | 391.6372 | 391.6372 | 8.9300e-003 | 0.0102 | 394.9039 |
| Total | 0.1885 | 1.1599 | 1.6297 | 8.6900e-003 | 0.7560 | 8.9900e-003 | 0.7650 | 0.2047 | 8.5300e-003 | 0.2133 | 0.0000 | 815.8257 | 815.8257 | 0.0108 | 0.0735 | 837.9937 |

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 | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5685 | 555.5685 | 0.1309 | 0.0000 | 558.8405 |
| Total | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5685 | 555.5685 | 0.1309 | 0.0000 | 558.8405 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2029

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0306 | 0.0306 | 0.0000 | 0.0000 | 0.0321 |
| Vendor | 0.0243 | 1.0659 | 0.3022 | 4.4200e-003 | 0.1614 | 6.8800e-003 | 0.1682 | 0.0466 | 6.5800e-003 | 0.0532 | 0.0000 | 424.1579 | 424.1579 | 1.8400e-003 | 0.0633 | 443.0578 |
| Worker | 0.1642 | 0.0939 | 1.3274 | 4.2700e-003 | 0.5946 | 2.1100e-003 | 0.5967 | 0.1581 | 1.9500e-003 | 0.1600 | 0.0000 | 391.6372 | 391.6372 | 8.9300e-003 | 0.0102 | 394.9039 |
| Total | 0.1885 | 1.1599 | 1.6297 | 8.6900e-003 | 0.7560 | 8.9900e-003 | 0.7650 | 0.2047 | 8.5300e-003 | 0.2133 | 0.0000 | 815.8257 | 815.8257 | 0.0108 | 0.0735 | 837.9937 |

3.3 Building Construction - 2030

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 | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8781 | 629.8781 | 0.0253 | 0.0000 | 630.5100 |
| Total | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8781 | 629.8781 | 0.0253 | 0.0000 | 630.5100 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2030

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0299 | 0.0299 | 0.0000 | 0.0000 | 0.0313 |
| Vendor | 0.0240 | 1.0607 | 0.3000 | 4.3400e-003 | 0.1614 | 6.8400e-003 | 0.1682 | 0.0466 | 6.5400e-003 | 0.0532 | 0.0000 | 416.4803 | 416.4803 | 1.8100e-003 | 0.0620 | 435.0149 |
| Worker | 0.1525 | 0.0860 | 1.2622 | 4.1700e-003 | 0.5946 | 1.9700e-003 | 0.5966 | 0.1581 | 1.8200e-003 | 0.1599 | 0.0000 | 382.4864 | 382.4864 | 8.2100e-003 | 9.7700e-003 | 385.6030 |
| Total | 0.1766 | 1.1468 | 1.5622 | 8.5100e-003 | 0.7560 | 8.8100e-003 | 0.7648 | 0.2047 | 8.3600e-003 | 0.2131 | 0.0000 | 798.9966 | 798.9966 | 0.0100 | 0.0718 | 820.6492 |

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 | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8773 | 629.8773 | 0.0253 | 0.0000 | 630.5092 |
| Total | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8773 | 629.8773 | 0.0253 | 0.0000 | 630.5092 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2030

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0299 | 0.0299 | 0.0000 | 0.0000 | 0.0313 |
| Vendor | 0.0240 | 1.0607 | 0.3000 | 4.3400e-003 | 0.1614 | 6.8400e-003 | 0.1682 | 0.0466 | 6.5400e-003 | 0.0532 | 0.0000 | 416.4803 | 416.4803 | 1.8100e-003 | 0.0620 | 435.0149 |
| Worker | 0.1525 | 0.0860 | 1.2622 | 4.1700e-003 | 0.5946 | 1.9700e-003 | 0.5966 | 0.1581 | 1.8200e-003 | 0.1599 | 0.0000 | 382.4864 | 382.4864 | 8.2100e-003 | 9.7700e-003 | 385.6030 |
| Total | 0.1766 | 1.1468 | 1.5622 | 8.5100e-003 | 0.7560 | 8.8100e-003 | 0.7648 | 0.2047 | 8.3600e-003 | 0.2131 | 0.0000 | 798.9966 | 798.9966 | 0.0100 | 0.0718 | 820.6492 |

3.3 Building Construction - 2031

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 | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8781 | 629.8781 | 0.0253 | 0.0000 | 630.5100 |
| Total | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8781 | 629.8781 | 0.0253 | 0.0000 | 630.5100 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2031

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0293 | 0.0293 | 0.0000 | 0.0000 | 0.0307 |
| Vendor | 0.0238 | 1.0567 | 0.2987 | 4.2700e-003 | 0.1614 | 6.8000e-003 | 0.1682 | 0.0466 | 6.5100e-003 | 0.0532 | 0.0000 | 409.6115 | 409.6115 | 1.7800e-003 | 0.0610 | 427.8221 |
| Worker | 0.1411 | 0.0789 | 1.2036 | 4.0800e-003 | 0.5946 | 1.8400e-003 | 0.5964 | 0.1581 | 1.6900e-003 | 0.1598 | 0.0000 | 374.2995 | 374.2995 | 7.5600e-003 | 9.3800e-003 | 377.2830 |
| Total | 0.1649 | 1.1357 | 1.5023 | 8.3500e-003 | 0.7560 | 8.6400e-003 | 0.7646 | 0.2047 | 8.2000e-003 | 0.2129 | 0.0000 | 783.9403 | 783.9403 | 9.3400e-003 | 0.0703 | 805.1358 |

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 | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8773 | 629.8773 | 0.0253 | 0.0000 | 630.5092 |
| Total | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8773 | 629.8773 | 0.0253 | 0.0000 | 630.5092 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2031

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0293 | 0.0293 | 0.0000 | 0.0000 | 0.0307 |
| Vendor | 0.0238 | 1.0567 | 0.2987 | 4.2700e-003 | 0.1614 | 6.8000e-003 | 0.1682 | 0.0466 | 6.5100e-003 | 0.0532 | 0.0000 | 409.6115 | 409.6115 | 1.7800e-003 | 0.0610 | 427.8221 |
| Worker | 0.1411 | 0.0789 | 1.2036 | 4.0800e-003 | 0.5946 | 1.8400e-003 | 0.5964 | 0.1581 | 1.6900e-003 | 0.1598 | 0.0000 | 374.2995 | 374.2995 | 7.5600e-003 | 9.3800e-003 | 377.2830 |
| Total | 0.1649 | 1.1357 | 1.5023 | 8.3500e-003 | 0.7560 | 8.6400e-003 | 0.7646 | 0.2047 | 8.2000e-003 | 0.2129 | 0.0000 | 783.9403 | 783.9403 | 9.3400e-003 | 0.0703 | 805.1358 |

3.3 Building Construction - 2032

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 | 0.3150 | 1.9087 | 3.8892 | 7.4500e-003 | | 0.0356 | 0.0356 | | 0.0356 | 0.0356 | 0.0000 | 632.2914 | 632.2914 | 0.0254 | 0.0000 | 632.9257 |
| Total | 0.3150 | 1.9087 | 3.8892 | 7.4500e-003 | | 0.0356 | 0.0356 | | 0.0356 | 0.0356 | 0.0000 | 632.2914 | 632.2914 | 0.0254 | 0.0000 | 632.9257 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2032

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0289 | 0.0289 | 0.0000 | 0.0000 | 0.0303 |
| Vendor | 0.0237 | 1.0571 | 0.2994 | 4.2200e-003 | 0.1620 | 6.7900e-003 | 0.1688 | 0.0468 | 6.5000e-003 | 0.0533 | 0.0000 | 405.0577 | 405.0577 | 1.7700e-003 | 0.0602 | 423.0506 |
| Worker | 0.1319 | 0.0734 | 1.1591 | 4.0200e-003 | 0.5969 | 1.7300e-003 | 0.5986 | 0.1587 | 1.5900e-003 | 0.1603 | 0.0000 | 368.4495 | 368.4495 | 7.0300e-003 | 9.1000e-003 | 371.3367 |
| Total | 0.1556 | 1.1306 | 1.4586 | 8.2400e-003 | 0.7589 | 8.5200e-003 | 0.7674 | 0.2055 | 8.0900e-003 | 0.2136 | 0.0000 | 773.5361 | 773.5361 | 8.8000e-003 | 0.0693 | 794.4175 |

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 | 0.3150 | 1.9087 | 3.8892 | 7.4500e-003 | | 0.0356 | 0.0356 | | 0.0356 | 0.0356 | 0.0000 | 632.2907 | 632.2907 | 0.0254 | 0.0000 | 632.9250 |
| Total | 0.3150 | 1.9087 | 3.8892 | 7.4500e-003 | | 0.0356 | 0.0356 | | 0.0356 | 0.0356 | 0.0000 | 632.2907 | 632.2907 | 0.0254 | 0.0000 | 632.9250 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2032

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0289 | 0.0289 | 0.0000 | 0.0000 | 0.0303 |
| Vendor | 0.0237 | 1.0571 | 0.2994 | 4.2200e-003 | 0.1620 | 6.7900e-003 | 0.1688 | 0.0468 | 6.5000e-003 | 0.0533 | 0.0000 | 405.0577 | 405.0577 | 1.7700e-003 | 0.0602 | 423.0506 |
| Worker | 0.1319 | 0.0734 | 1.1591 | 4.0200e-003 | 0.5969 | 1.7300e-003 | 0.5986 | 0.1587 | 1.5900e-003 | 0.1603 | 0.0000 | 368.4495 | 368.4495 | 7.0300e-003 | 9.1000e-003 | 371.3367 |
| Total | 0.1556 | 1.1306 | 1.4586 | 8.2400e-003 | 0.7589 | 8.5200e-003 | 0.7674 | 0.2055 | 8.0900e-003 | 0.2136 | 0.0000 | 773.5361 | 773.5361 | 8.8000e-003 | 0.0693 | 794.4175 |

3.3 Building Construction - 2033

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 | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4648 | 627.4648 | 0.0252 | 0.0000 | 628.0943 |
| Total | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4648 | 627.4648 | 0.0252 | 0.0000 | 628.0943 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2033

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0282 | 0.0282 | 0.0000 | 0.0000 | 0.0295 |
| Vendor | 0.0235 | 1.0463 | 0.2973 | 4.1400e-003 | 0.1608 | 6.7100e-003 | 0.1675 | 0.0465 | 6.4200e-003 | 0.0529 | 0.0000 | 396.6321 | 396.6321 | 1.7400e-003 | 0.0589 | 414.2380 |
| Worker | 0.1220 | 0.0680 | 1.1076 | 3.9200e-003 | 0.5923 | 1.6000e-003 | 0.5939 | 0.1575 | 1.4700e-003 | 0.1590 | 0.0000 | 359.2162 | 359.2162 | 6.4900e-003 | 8.7700e-003 | 361.9907 |
| Total | 0.1454 | 1.1144 | 1.4049 | 8.0600e-003 | 0.7531 | 8.3100e-003 | 0.7614 | 0.2039 | 7.8900e-003 | 0.2118 | 0.0000 | 755.8765 | 755.8765 | 8.2300e-003 | 0.0677 | 776.2582 |

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 | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4640 | 627.4640 | 0.0252 | 0.0000 | 628.0935 |
| Total | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4640 | 627.4640 | 0.0252 | 0.0000 | 628.0935 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2033

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0282 | 0.0282 | 0.0000 | 0.0000 | 0.0295 |
| Vendor | 0.0235 | 1.0463 | 0.2973 | 4.1400e-003 | 0.1608 | 6.7100e-003 | 0.1675 | 0.0465 | 6.4200e-003 | 0.0529 | 0.0000 | 396.6321 | 396.6321 | 1.7400e-003 | 0.0589 | 414.2380 |
| Worker | 0.1220 | 0.0680 | 1.1076 | 3.9200e-003 | 0.5923 | 1.6000e-003 | 0.5939 | 0.1575 | 1.4700e-003 | 0.1590 | 0.0000 | 359.2162 | 359.2162 | 6.4900e-003 | 8.7700e-003 | 361.9907 |
| Total | 0.1454 | 1.1144 | 1.4049 | 8.0600e-003 | 0.7531 | 8.3100e-003 | 0.7614 | 0.2039 | 7.8900e-003 | 0.2118 | 0.0000 | 755.8765 | 755.8765 | 8.2300e-003 | 0.0677 | 776.2582 |

3.3 Building Construction - 2034

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 | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4648 | 627.4648 | 0.0252 | 0.0000 | 628.0943 |
| Total | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4648 | 627.4648 | 0.0252 | 0.0000 | 628.0943 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2034

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0278 | 0.0278 | 0.0000 | 0.0000 | 0.0291 |
| Vendor | 0.0234 | 1.0429 | 0.2977 | 4.0900e-003 | 0.1608 | 6.6800e-003 | 0.1674 | 0.0465 | 6.3900e-003 | 0.0529 | 0.0000 | 391.7673 | 391.7673 | 1.7300e-003 | 0.0582 | 409.1460 |
| Worker | 0.1142 | 0.0641 | 1.0699 | 3.8600e-003 | 0.5923 | 1.5000e-003 | 0.5938 | 0.1575 | 1.3800e-003 | 0.1589 | 0.0000 | 353.5498 | 353.5498 | 6.0500e-003 | 8.5500e-003 | 356.2496 |
| Total | 0.1376 | 1.1071 | 1.3675 | 7.9500e-003 | 0.7531 | 8.1800e-003 | 0.7612 | 0.2039 | 7.7700e-003 | 0.2117 | 0.0000 | 745.3449 | 745.3449 | 7.7800e-003 | 0.0667 | 765.4247 |

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 | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4640 | 627.4640 | 0.0252 | 0.0000 | 628.0935 |
| Total | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4640 | 627.4640 | 0.0252 | 0.0000 | 628.0935 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2034

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0278 | 0.0278 | 0.0000 | 0.0000 | 0.0291 |
| Vendor | 0.0234 | 1.0429 | 0.2977 | 4.0900e-003 | 0.1608 | 6.6800e-003 | 0.1674 | 0.0465 | 6.3900e-003 | 0.0529 | 0.0000 | 391.7673 | 391.7673 | 1.7300e-003 | 0.0582 | 409.1460 |
| Worker | 0.1142 | 0.0641 | 1.0699 | 3.8600e-003 | 0.5923 | 1.5000e-003 | 0.5938 | 0.1575 | 1.3800e-003 | 0.1589 | 0.0000 | 353.5498 | 353.5498 | 6.0500e-003 | 8.5500e-003 | 356.2496 |
| Total | 0.1376 | 1.1071 | 1.3675 | 7.9500e-003 | 0.7531 | 8.1800e-003 | 0.7612 | 0.2039 | 7.7700e-003 | 0.2117 | 0.0000 | 745.3449 | 745.3449 | 7.7800e-003 | 0.0667 | 765.4247 |

3.3 Building Construction - 2035

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 | 0.2917 | 1.7164 | 3.8650 | 7.4200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | 0.0000 | 629.8781 | 629.8781 | 0.0235 | 0.0000 | 630.4649 |
| Total | 0.2917 | 1.7164 | 3.8650 | 7.4200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | 0.0000 | 629.8781 | 629.8781 | 0.0235 | 0.0000 | 630.4649 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2035

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0275 | 0.0275 | 0.0000 | 0.0000 | 0.0288 |
| Vendor | 0.0234 | 1.0431 | 0.2992 | 4.0600e-003 | 0.1614 | 6.6700e-003 | 0.1680 | 0.0467 | 6.3800e-003 | 0.0530 | 0.0000 | 388.9308 | 388.9308 | 1.7200e-003 | 0.0577 | 406.1739 |
| Worker | 0.1080 | 0.0614 | 1.0426 | 3.8200e-003 | 0.5946 | 1.4100e-003 | 0.5960 | 0.1581 | 1.3000e-003 | 0.1594 | 0.0000 | 349.9431 | 349.9431 | 5.7000e-003 | 8.4200e-003 | 352.5951 |
| Total | 0.1314 | 1.1046 | 1.3418 | 7.8800e-003 | 0.7560 | 8.0800e-003 | 0.7640 | 0.2047 | 7.6800e-003 | 0.2124 | 0.0000 | 738.9014 | 738.9014 | 7.4200e-003 | 0.0661 | 758.7978 |

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 | 0.2917 | 1.7164 | 3.8650 | 7.4200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | 0.0000 | 629.8773 | 629.8773 | 0.0235 | 0.0000 | 630.4641 |
| Total | 0.2917 | 1.7164 | 3.8650 | 7.4200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | 0.0000 | 629.8773 | 629.8773 | 0.0235 | 0.0000 | 630.4641 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2035

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0275 | 0.0275 | 0.0000 | 0.0000 | 0.0288 |
| Vendor | 0.0234 | 1.0431 | 0.2992 | 4.0600e-003 | 0.1614 | 6.6700e-003 | 0.1680 | 0.0467 | 6.3800e-003 | 0.0530 | 0.0000 | 388.9308 | 388.9308 | 1.7200e-003 | 0.0577 | 406.1739 |
| Worker | 0.1080 | 0.0614 | 1.0426 | 3.8200e-003 | 0.5946 | 1.4100e-003 | 0.5960 | 0.1581 | 1.3000e-003 | 0.1594 | 0.0000 | 349.9431 | 349.9431 | 5.7000e-003 | 8.4200e-003 | 352.5951 |
| Total | 0.1314 | 1.1046 | 1.3418 | 7.8800e-003 | 0.7560 | 8.0800e-003 | 0.7640 | 0.2047 | 7.6800e-003 | 0.2124 | 0.0000 | 738.9014 | 738.9014 | 7.4200e-003 | 0.0661 | 758.7978 |

3.3 Building Construction - 2036

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 | 0.2101 | 1.2363 | 2.7840 | 5.3400e-003 | | 0.0156 | 0.0156 | | 0.0156 | 0.0156 | 0.0000 | 453.7053 | 453.7053 | 0.0169 | 0.0000 | 454.1279 |
| Total | 0.2101 | 1.2363 | 2.7840 | 5.3400e-003 | | 0.0156 | 0.0156 | | 0.0156 | 0.0156 | 0.0000 | 453.7053 | 453.7053 | 0.0169 | 0.0000 | 454.1279 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2036

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 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0198 | 0.0198 | 0.0000 | 0.0000 | 0.0208 |
| Vendor | 0.0169 | 0.7513 | 0.2155 | 2.9200e-003 | 0.1162 | 4.8000e-003 | 0.1210 | 0.0336 | 4.5900e-003 | 0.0382 | 0.0000 | 280.1494 | 280.1494 | 1.2400e-003 | 0.0416 | 292.5697 |
| Worker | 0.0778 | 0.0443 | 0.7510 | 2.7500e-003 | 0.4283 | 1.0200e-003 | 0.4293 | 0.1139 | 9.4000e-004 | 0.1148 | 0.0000 | 252.0663 | 252.0663 | 4.1100e-003 | 6.0700e-003 | 253.9765 |
| Total | 0.0947 | 0.7957 | 0.9665 | 5.6700e-003 | 0.5445 | 5.8200e-003 | 0.5504 | 0.1475 | 5.5300e-003 | 0.1530 | 0.0000 | 532.2355 | 532.2355 | 5.3500e-003 | 0.0476 | 546.5670 |

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 | 0.2101 | 1.2363 | 2.7840 | 5.3400e-003 | | 0.0156 | 0.0156 | | 0.0156 | 0.0156 | 0.0000 | 453.7048 | 453.7048 | 0.0169 | 0.0000 | 454.1274 |
| Total | 0.2101 | 1.2363 | 2.7840 | 5.3400e-003 | | 0.0156 | 0.0156 | | 0.0156 | 0.0156 | 0.0000 | 453.7048 | 453.7048 | 0.0169 | 0.0000 | 454.1274 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2036

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 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0198 | 0.0198 | 0.0000 | 0.0000 | 0.0208 |
| Vendor | 0.0169 | 0.7513 | 0.2155 | 2.9200e-003 | 0.1162 | 4.8000e-003 | 0.1210 | 0.0336 | 4.5900e-003 | 0.0382 | 0.0000 | 280.1494 | 280.1494 | 1.2400e-003 | 0.0416 | 292.5697 |
| Worker | 0.0778 | 0.0443 | 0.7510 | 2.7500e-003 | 0.4283 | 1.0200e-003 | 0.4293 | 0.1139 | 9.4000e-004 | 0.1148 | 0.0000 | 252.0663 | 252.0663 | 4.1100e-003 | 6.0700e-003 | 253.9765 |
| Total | 0.0947 | 0.7957 | 0.9665 | 5.6700e-003 | 0.5445 | 5.8200e-003 | 0.5504 | 0.1475 | 5.5300e-003 | 0.1530 | 0.0000 | 532.2355 | 532.2355 | 5.3500e-003 | 0.0476 | 546.5670 |

3.4 Paving - 2027

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 | 0.1194 | 1.1199 | 1.9024 | 2.9800e-003 | | 0.0546 | 0.0546 | | 0.0503 | 0.0503 | 0.0000 | 261.2513 | 261.2513 | 0.0845 | 0.0000 | 263.3636 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.1194 | 1.1199 | 1.9024 | 2.9800e-003 | | 0.0546 | 0.0546 | | 0.0503 | 0.0503 | 0.0000 | 261.2513 | 261.2513 | 0.0845 | 0.0000 | 263.3636 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2027

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 | 3.0000e-005 | 1.7400e-003 | 3.7000e-004 | 1.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.6000e-004 | 7.0000e-005 | 2.0000e-005 | 8.0000e-005 | 0.0000 | 0.7418 | 0.7418 | 0.0000 | 1.2000e-004 | 0.7767 |
| Vendor | 5.4000e-004 | 0.0231 | 6.6000e-003 | 1.0000e-004 | 3.4500e-003 | 1.5000e-004 | 3.6000e-003 | 1.0000e-003 | 1.4000e-004 | 1.1400e-003 | 0.0000 | 9.4386 | 9.4386 | 4.0000e-005 | 1.4100e-003 | 9.8604 |
| Worker | 4.9800e-003 | 2.9800e-003 | 0.0391 | 1.2000e-004 | 0.0156 | 6.0000e-005 | 0.0157 | 4.1500e-003 | 6.0000e-005 | 4.2000e-003 | 0.0000 | 10.8370 | 10.8370 | 2.8000e-004 | 3.0000e-004 | 10.9327 |
| Total | 5.5500e-003 | 0.0278 | 0.0461 | 2.3000e-004 | 0.0193 | 2.3000e-004 | 0.0195 | 5.2200e-003 | 2.2000e-004 | 5.4200e-003 | 0.0000 | 21.0174 | 21.0174 | 3.2000e-004 | 1.8300e-003 | 21.5697 |

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 | 0.1194 | 1.1199 | 1.9024 | 2.9800e-003 | | 0.0546 | 0.0546 | | 0.0503 | 0.0503 | 0.0000 | 261.2510 | 261.2510 | 0.0845 | 0.0000 | 263.3633 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.1194 | 1.1199 | 1.9024 | 2.9800e-003 | | 0.0546 | 0.0546 | | 0.0503 | 0.0503 | 0.0000 | 261.2510 | 261.2510 | 0.0845 | 0.0000 | 263.3633 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2027

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 | 3.0000e-005 | 1.7400e-003 | 3.7000e-004 | 1.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.6000e-004 | 7.0000e-005 | 2.0000e-005 | 8.0000e-005 | 0.0000 | 0.7418 | 0.7418 | 0.0000 | 1.2000e-004 | 0.7767 |
| Vendor | 5.4000e-004 | 0.0231 | 6.6000e-003 | 1.0000e-004 | 3.4500e-003 | 1.5000e-004 | 3.6000e-003 | 1.0000e-003 | 1.4000e-004 | 1.1400e-003 | 0.0000 | 9.4386 | 9.4386 | 4.0000e-005 | 1.4100e-003 | 9.8604 |
| Worker | 4.9800e-003 | 2.9800e-003 | 0.0391 | 1.2000e-004 | 0.0156 | 6.0000e-005 | 0.0157 | 4.1500e-003 | 6.0000e-005 | 4.2000e-003 | 0.0000 | 10.8370 | 10.8370 | 2.8000e-004 | 3.0000e-004 | 10.9327 |
| Total | 5.5500e-003 | 0.0278 | 0.0461 | 2.3000e-004 | 0.0193 | 2.3000e-004 | 0.0195 | 5.2200e-003 | 2.2000e-004 | 5.4200e-003 | 0.0000 | 21.0174 | 21.0174 | 3.2000e-004 | 1.8300e-003 | 21.5697 |

3.4 Paving - 2028

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 | 0.0316 | 0.2961 | 0.5029 | 7.9000e-004 | | 0.0144 | 0.0144 | | 0.0133 | 0.0133 | 0.0000 | 69.0664 | 69.0664 | 0.0223 | 0.0000 | 69.6249 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0316 | 0.2961 | 0.5029 | 7.9000e-004 | | 0.0144 | 0.0144 | | 0.0133 | 0.0133 | 0.0000 | 69.0664 | 69.0664 | 0.0223 | 0.0000 | 69.6249 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2028

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 | 1.0000e-005 | 4.6000e-004 | 1.0000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1913 | 0.1913 | 0.0000 | 3.0000e-005 | 0.2003 |
| Vendor | 1.4000e-004 | 6.0700e-003 | 1.7300e-003 | 3.0000e-005 | 9.1000e-004 | 4.0000e-005 | 9.5000e-004 | 2.6000e-004 | 4.0000e-005 | 3.0000e-004 | 0.0000 | 2.4464 | 2.4464 | 1.0000e-005 | 3.7000e-004 | 2.5555 |
| Worker | 1.2200e-003 | 7.1000e-004 | 9.7400e-003 | 3.0000e-005 | 4.1200e-003 | 2.0000e-005 | 4.1400e-003 | 1.1000e-003 | 1.0000e-005 | 1.1100e-003 | 0.0000 | 2.7860 | 2.7860 | 7.0000e-005 | 7.0000e-005 | 2.8099 |
| Total | 1.3700e-003 | 7.2400e-003 | 0.0116 | 6.0000e-005 | 5.0900e-003 | 6.0000e-005 | 5.1600e-003 | 1.3800e-003 | 5.0000e-005 | 1.4300e-003 | 0.0000 | 5.4237 | 5.4237 | 8.0000e-005 | 4.7000e-004 | 5.5657 |

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 | 0.0316 | 0.2961 | 0.5029 | 7.9000e-004 | | 0.0144 | 0.0144 | | 0.0133 | 0.0133 | 0.0000 | 69.0664 | 69.0664 | 0.0223 | 0.0000 | 69.6248 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0316 | 0.2961 | 0.5029 | 7.9000e-004 | | 0.0144 | 0.0144 | | 0.0133 | 0.0133 | 0.0000 | 69.0664 | 69.0664 | 0.0223 | 0.0000 | 69.6248 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2028

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 | 1.0000e-005 | 4.6000e-004 | 1.0000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1913 | 0.1913 | 0.0000 | 3.0000e-005 | 0.2003 |
| Vendor | 1.4000e-004 | 6.0700e-003 | 1.7300e-003 | 3.0000e-005 | 9.1000e-004 | 4.0000e-005 | 9.5000e-004 | 2.6000e-004 | 4.0000e-005 | 3.0000e-004 | 0.0000 | 2.4464 | 2.4464 | 1.0000e-005 | 3.7000e-004 | 2.5555 |
| Worker | 1.2200e-003 | 7.1000e-004 | 9.7400e-003 | 3.0000e-005 | 4.1200e-003 | 2.0000e-005 | 4.1400e-003 | 1.1000e-003 | 1.0000e-005 | 1.1100e-003 | 0.0000 | 2.7860 | 2.7860 | 7.0000e-005 | 7.0000e-005 | 2.8099 |
| Total | 1.3700e-003 | 7.2400e-003 | 0.0116 | 6.0000e-005 | 5.0900e-003 | 6.0000e-005 | 5.1600e-003 | 1.3800e-003 | 5.0000e-005 | 1.4300e-003 | 0.0000 | 5.4237 | 5.4237 | 8.0000e-005 | 4.7000e-004 | 5.5657 |

3.5 Grading - 2027

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 | | | | | 1.1823 | 0.0000 | 1.1823 | 0.3232 | 0.0000 | 0.3232 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.2132 | 2.0538 | 1.9353 | 4.5600e-003 | | 0.0831 | 0.0831 | | 0.0765 | 0.0765 | 0.0000 | 400.6207 | 400.6207 | 0.1296 | 0.0000 | 403.8599 |
| Total | 0.2132 | 2.0538 | 1.9353 | 4.5600e-003 | 1.1823 | 0.0831 | 1.2654 | 0.3232 | 0.0765 | 0.3996 | 0.0000 | 400.6207 | 400.6207 | 0.1296 | 0.0000 | 403.8599 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2027

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 | 1.0000e-005 | 3.1000e-004 | 7.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1318 | 0.1318 | 0.0000 | 2.0000e-005 | 0.1380 |
| 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 | 3.7400e-003 | 2.2400e-003 | 0.0294 | 9.0000e-005 | 0.0117 | 5.0000e-005 | 0.0118 | 3.1100e-003 | 4.0000e-005 | 3.1600e-003 | 0.0000 | 8.1381 | 8.1381 | 2.1000e-004 | 2.2000e-004 | 8.2100 |
| Total | 3.7500e-003 | 2.5500e-003 | 0.0295 | 9.0000e-005 | 0.0118 | 5.0000e-005 | 0.0118 | 3.1200e-003 | 4.0000e-005 | 3.1700e-003 | 0.0000 | 8.2699 | 8.2699 | 2.1000e-004 | 2.4000e-004 | 8.3480 |

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 | | | | | 0.5321 | 0.0000 | 0.5321 | 0.1454 | 0.0000 | 0.1454 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.2132 | 2.0538 | 1.9353 | 4.5600e-003 | | 0.0831 | 0.0831 | | 0.0765 | 0.0765 | 0.0000 | 400.6202 | 400.6202 | 0.1296 | 0.0000 | 403.8594 |
| Total | 0.2132 | 2.0538 | 1.9353 | 4.5600e-003 | 0.5321 | 0.0831 | 0.6152 | 0.1454 | 0.0765 | 0.2219 | 0.0000 | 400.6202 | 400.6202 | 0.1296 | 0.0000 | 403.8594 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2027

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 | 1.0000e-005 | 3.1000e-004 | 7.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1318 | 0.1318 | 0.0000 | 2.0000e-005 | 0.1380 |
| 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 | 3.7400e-003 | 2.2400e-003 | 0.0294 | 9.0000e-005 | 0.0117 | 5.0000e-005 | 0.0118 | 3.1100e-003 | 4.0000e-005 | 3.1600e-003 | 0.0000 | 8.1381 | 8.1381 | 2.1000e-004 | 2.2000e-004 | 8.2100 |
| Total | 3.7500e-003 | 2.5500e-003 | 0.0295 | 9.0000e-005 | 0.0118 | 5.0000e-005 | 0.0118 | 3.1200e-003 | 4.0000e-005 | 3.1700e-003 | 0.0000 | 8.2699 | 8.2699 | 2.1000e-004 | 2.4000e-004 | 8.3480 |

3.5 Grading - 2028

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 | | | | | 1.5226 | 0.0000 | 1.5226 | 0.5102 | 0.0000 | 0.5102 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.3772 | 3.6326 | 3.4230 | 8.0700e-003 | | 0.1470 | 0.1470 | | 0.1353 | 0.1353 | 0.0000 | 708.5808 | 708.5808 | 0.2292 | 0.0000 | 714.3100 |
| Total | 0.3772 | 3.6326 | 3.4230 | 8.0700e-003 | 1.5226 | 0.1470 | 1.6696 | 0.5102 | 0.1353 | 0.6455 | 0.0000 | 708.5808 | 708.5808 | 0.2292 | 0.0000 | 714.3100 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2028

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 | 1.0000e-005 | 5.4000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2274 | 0.2274 | 0.0000 | 4.0000e-005 | 0.2381 |
| 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 | 6.1500e-003 | 3.5900e-003 | 0.0489 | 1.5000e-004 | 0.0207 | 8.0000e-005 | 0.0208 | 5.5100e-003 | 7.0000e-005 | 5.5800e-003 | 0.0000 | 13.9974 | 13.9974 | 3.4000e-004 | 3.7000e-004 | 14.1174 |
| Total | 6.1600e-003 | 4.1300e-003 | 0.0490 | 1.5000e-004 | 0.0208 | 9.0000e-005 | 0.0209 | 5.5300e-003 | 7.0000e-005 | 5.6100e-003 | 0.0000 | 14.2248 | 14.2248 | 3.4000e-004 | 4.1000e-004 | 14.3555 |

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 | | | | | 0.6852 | 0.0000 | 0.6852 | 0.2296 | 0.0000 | 0.2296 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.3772 | 3.6326 | 3.4230 | 8.0700e-003 | | 0.1470 | 0.1470 | | 0.1353 | 0.1353 | 0.0000 | 708.5799 | 708.5799 | 0.2292 | 0.0000 | 714.3092 |
| Total | 0.3772 | 3.6326 | 3.4230 | 8.0700e-003 | 0.6852 | 0.1470 | 0.8322 | 0.2296 | 0.1353 | 0.3648 | 0.0000 | 708.5799 | 708.5799 | 0.2292 | 0.0000 | 714.3092 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2028

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 | 1.0000e-005 | 5.4000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2274 | 0.2274 | 0.0000 | 4.0000e-005 | 0.2381 |
| 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 | 6.1500e-003 | 3.5900e-003 | 0.0489 | 1.5000e-004 | 0.0207 | 8.0000e-005 | 0.0208 | 5.5100e-003 | 7.0000e-005 | 5.5800e-003 | 0.0000 | 13.9974 | 13.9974 | 3.4000e-004 | 3.7000e-004 | 14.1174 |
| Total | 6.1600e-003 | 4.1300e-003 | 0.0490 | 1.5000e-004 | 0.0208 | 9.0000e-005 | 0.0209 | 5.5300e-003 | 7.0000e-005 | 5.6100e-003 | 0.0000 | 14.2248 | 14.2248 | 3.4000e-004 | 4.1000e-004 | 14.3555 |

3.5 Grading - 2029

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 | | | | | 0.9143 | 0.0000 | 0.9143 | 0.1759 | 0.0000 | 0.1759 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0841 | 0.8103 | 0.7636 | 1.8000e-003 | | 0.0328 | 0.0328 | | 0.0302 | 0.0302 | 0.0000 | 158.0680 | 158.0680 | 0.0511 | 0.0000 | 159.3461 |
| Total | 0.0841 | 0.8103 | 0.7636 | 1.8000e-003 | 0.9143 | 0.0328 | 0.9471 | 0.1759 | 0.0302 | 0.2060 | 0.0000 | 158.0680 | 158.0680 | 0.0511 | 0.0000 | 159.3461 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2029

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0495 | 0.0495 | 0.0000 | 1.0000e-005 | 0.0518 |
| 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 | 1.2800e-003 | 7.3000e-004 | 0.0103 | 3.0000e-005 | 4.6200e-003 | 2.0000e-005 | 4.6400e-003 | 1.2300e-003 | 2.0000e-005 | 1.2400e-003 | 0.0000 | 3.0430 | 3.0430 | 7.0000e-005 | 8.0000e-005 | 3.0684 |
| Total | 1.2800e-003 | 8.5000e-004 | 0.0103 | 3.0000e-005 | 4.6400e-003 | 2.0000e-005 | 4.6600e-003 | 1.2300e-003 | 2.0000e-005 | 1.2500e-003 | 0.0000 | 3.0925 | 3.0925 | 7.0000e-005 | 9.0000e-005 | 3.1202 |

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 | | | | | 0.4115 | 0.0000 | 0.4115 | 0.0791 | 0.0000 | 0.0791 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0841 | 0.8103 | 0.7636 | 1.8000e-003 | | 0.0328 | 0.0328 | | 0.0302 | 0.0302 | 0.0000 | 158.0678 | 158.0678 | 0.0511 | 0.0000 | 159.3459 |
| Total | 0.0841 | 0.8103 | 0.7636 | 1.8000e-003 | 0.4115 | 0.0328 | 0.4443 | 0.0791 | 0.0302 | 0.1093 | 0.0000 | 158.0678 | 158.0678 | 0.0511 | 0.0000 | 159.3459 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2029

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0495 | 0.0495 | 0.0000 | 1.0000e-005 | 0.0518 |
| 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 | 1.2800e-003 | 7.3000e-004 | 0.0103 | 3.0000e-005 | 4.6200e-003 | 2.0000e-005 | 4.6400e-003 | 1.2300e-003 | 2.0000e-005 | 1.2400e-003 | 0.0000 | 3.0430 | 3.0430 | 7.0000e-005 | 8.0000e-005 | 3.0684 |
| Total | 1.2800e-003 | 8.5000e-004 | 0.0103 | 3.0000e-005 | 4.6400e-003 | 2.0000e-005 | 4.6600e-003 | 1.2300e-003 | 2.0000e-005 | 1.2500e-003 | 0.0000 | 3.0925 | 3.0925 | 7.0000e-005 | 9.0000e-005 | 3.1202 |

3.6 Architectural Coating - 2035

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 | 0.4823 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.5300e-003 | 9.8500e-003 | 0.0233 | 4.0000e-005 | | 1.3000e-004 | 1.3000e-004 | | 1.3000e-004 | 1.3000e-004 | 0.0000 | 3.3192 | 3.3192 | 1.2000e-004 | 0.0000 | 3.3223 |
| Total | 0.4838 | 9.8500e-003 | 0.0233 | 4.0000e-005 | | 1.3000e-004 | 1.3000e-004 | | 1.3000e-004 | 1.3000e-004 | 0.0000 | 3.3192 | 3.3192 | 1.2000e-004 | 0.0000 | 3.3223 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2035

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 3.5100e-003 | 3.5100e-003 | 0.0000 | 0.0000 | 3.6800e-003 |
| 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 | 2.1400e-003 | 1.2200e-003 | 0.0207 | 8.0000e-005 | 0.0118 | 3.0000e-005 | 0.0118 | 3.1400e-003 | 3.0000e-005 | 3.1600e-003 | 0.0000 | 6.9477 | 6.9477 | 1.1000e-004 | 1.7000e-004 | 7.0003 |
| Total | 2.1400e-003 | 1.2300e-003 | 0.0207 | 8.0000e-005 | 0.0118 | 3.0000e-005 | 0.0118 | 3.1400e-003 | 3.0000e-005 | 3.1600e-003 | 0.0000 | 6.9512 | 6.9512 | 1.1000e-004 | 1.7000e-004 | 7.0040 |

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 | 0.4823 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.5300e-003 | 9.8500e-003 | 0.0233 | 4.0000e-005 | | 1.3000e-004 | 1.3000e-004 | | 1.3000e-004 | 1.3000e-004 | 0.0000 | 3.3192 | 3.3192 | 1.2000e-004 | 0.0000 | 3.3223 |
| Total | 0.4838 | 9.8500e-003 | 0.0233 | 4.0000e-005 | | 1.3000e-004 | 1.3000e-004 | | 1.3000e-004 | 1.3000e-004 | 0.0000 | 3.3192 | 3.3192 | 1.2000e-004 | 0.0000 | 3.3223 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2035

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 3.5100e-003 | 3.5100e-003 | 0.0000 | 0.0000 | 3.6800e-003 |
| 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 | 2.1400e-003 | 1.2200e-003 | 0.0207 | 8.0000e-005 | 0.0118 | 3.0000e-005 | 0.0118 | 3.1400e-003 | 3.0000e-005 | 3.1600e-003 | 0.0000 | 6.9477 | 6.9477 | 1.1000e-004 | 1.7000e-004 | 7.0003 |
| Total | 2.1400e-003 | 1.2300e-003 | 0.0207 | 8.0000e-005 | 0.0118 | 3.0000e-005 | 0.0118 | 3.1400e-003 | 3.0000e-005 | 3.1600e-003 | 0.0000 | 6.9512 | 6.9512 | 1.1000e-004 | 1.7000e-004 | 7.0040 |

3.6 Architectural Coating - 2036

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 | 4.8601 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0154 | 0.0993 | 0.2351 | 3.9000e-004 | | 1.3000e-003 | 1.3000e-003 | | 1.3000e-003 | 1.3000e-003 | 0.0000 | 33.4476 | 33.4476 | 1.2400e-003 | 0.0000 | 33.4785 |
| Total | 4.8755 | 0.0993 | 0.2351 | 3.9000e-004 | | 1.3000e-003 | 1.3000e-003 | | 1.3000e-003 | 1.3000e-003 | 0.0000 | 33.4476 | 33.4476 | 1.2400e-003 | 0.0000 | 33.4785 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2036

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 | 9.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0354 | 0.0354 | 0.0000 | 1.0000e-005 | 0.0371 |
| 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 | 0.0216 | 0.0123 | 0.2086 | 7.6000e-004 | 0.1190 | 2.8000e-004 | 0.1192 | 0.0316 | 2.6000e-004 | 0.0319 | 0.0000 | 70.0111 | 70.0111 | 1.1400e-003 | 1.6800e-003 | 70.5417 |
| Total | 0.0216 | 0.0124 | 0.2086 | 7.6000e-004 | 0.1190 | 2.8000e-004 | 0.1193 | 0.0316 | 2.6000e-004 | 0.0319 | 0.0000 | 70.0465 | 70.0465 | 1.1400e-003 | 1.6900e-003 | 70.5787 |

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 | 4.8601 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0154 | 0.0993 | 0.2351 | 3.9000e-004 | | 1.3000e-003 | 1.3000e-003 | | 1.3000e-003 | 1.3000e-003 | 0.0000 | 33.4476 | 33.4476 | 1.2400e-003 | 0.0000 | 33.4785 |
| Total | 4.8755 | 0.0993 | 0.2351 | 3.9000e-004 | | 1.3000e-003 | 1.3000e-003 | | 1.3000e-003 | 1.3000e-003 | 0.0000 | 33.4476 | 33.4476 | 1.2400e-003 | 0.0000 | 33.4785 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2036

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 | 9.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0354 | 0.0354 | 0.0000 | 1.0000e-005 | 0.0371 |
| 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 | 0.0216 | 0.0123 | 0.2086 | 7.6000e-004 | 0.1190 | 2.8000e-004 | 0.1192 | 0.0316 | 2.6000e-004 | 0.0319 | 0.0000 | 70.0111 | 70.0111 | 1.1400e-003 | 1.6800e-003 | 70.5417 |
| Total | 0.0216 | 0.0124 | 0.2086 | 7.6000e-004 | 0.1190 | 2.8000e-004 | 0.1193 | 0.0316 | 2.6000e-004 | 0.0319 | 0.0000 | 70.0465 | 70.0465 | 1.1400e-003 | 1.6900e-003 | 70.5787 |

3.6 Architectural Coating - 2037

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 | 0.7791 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.4800e-003 | 0.0159 | 0.0377 | 6.0000e-005 | | 2.1000e-004 | 2.1000e-004 | | 2.1000e-004 | 2.1000e-004 | 0.0000 | 5.3618 | 5.3618 | 2.0000e-004 | 0.0000 | 5.3668 |
| Total | 0.7816 | 0.0159 | 0.0377 | 6.0000e-005 | | 2.1000e-004 | 2.1000e-004 | | 2.1000e-004 | 2.1000e-004 | 0.0000 | 5.3618 | 5.3618 | 2.0000e-004 | 0.0000 | 5.3668 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2037

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 5.6700e-003 | 5.6700e-003 | 0.0000 | 0.0000 | 5.9400e-003 |
| 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 | 3.4600e-003 | 1.9700e-003 | 0.0334 | 1.2000e-004 | 0.0191 | 5.0000e-005 | 0.0191 | 5.0700e-003 | 4.0000e-005 | 5.1100e-003 | 0.0000 | 11.2232 | 11.2232 | 1.8000e-004 | 2.7000e-004 | 11.3082 |
| Total | 3.4600e-003 | 1.9800e-003 | 0.0334 | 1.2000e-004 | 0.0191 | 5.0000e-005 | 0.0191 | 5.0700e-003 | 4.0000e-005 | 5.1100e-003 | 0.0000 | 11.2288 | 11.2288 | 1.8000e-004 | 2.7000e-004 | 11.3142 |

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 | 0.7791 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.4800e-003 | 0.0159 | 0.0377 | 6.0000e-005 | | 2.1000e-004 | 2.1000e-004 | | 2.1000e-004 | 2.1000e-004 | 0.0000 | 5.3618 | 5.3618 | 2.0000e-004 | 0.0000 | 5.3668 |
| Total | 0.7816 | 0.0159 | 0.0377 | 6.0000e-005 | | 2.1000e-004 | 2.1000e-004 | | 2.1000e-004 | 2.1000e-004 | 0.0000 | 5.3618 | 5.3618 | 2.0000e-004 | 0.0000 | 5.3668 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2037

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 5.6700e-003 | 5.6700e-003 | 0.0000 | 0.0000 | 5.9400e-003 |
| 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 | 3.4600e-003 | 1.9700e-003 | 0.0334 | 1.2000e-004 | 0.0191 | 5.0000e-005 | 0.0191 | 5.0700e-003 | 4.0000e-005 | 5.1100e-003 | 0.0000 | 11.2232 | 11.2232 | 1.8000e-004 | 2.7000e-004 | 11.3082 |
| Total | 3.4600e-003 | 1.9800e-003 | 0.0334 | 1.2000e-004 | 0.0191 | 5.0000e-005 | 0.0191 | 5.0700e-003 | 4.0000e-005 | 5.1100e-003 | 0.0000 | 11.2288 | 11.2288 | 1.8000e-004 | 2.7000e-004 | 11.3142 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 1.5263 | 3.8417 | 21.7687 | 0.0719 | 9.7430 | 0.0443 | 9.7873 | 2.6015 | 0.0415 | 2.6431 | 0.0000 | 6,714.1703 | 6,714.1703 | 0.3374 | 0.3139 | 6,816.1567 |
| Unmitigated | 1.5263 | 3.8417 | 21.7687 | 0.0719 | 9.7430 | 0.0443 | 9.7873 | 2.6015 | 0.0415 | 2.6431 | 0.0000 | 6,714.1703 | 6,714.1703 | 0.3374 | 0.3139 | 6,816.1567 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-----------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Single Family Housing | 9,290.03 | 9,290.03 | 9,290.03 | 26,186,114 | 26,186,114 |
| Total | 9,290.03 | 9,290.03 | 9,290.03 | 26,186,114 | 26,186,114 |

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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Single Family Housing | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |

5.0 Energy Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 1,244.5639 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,244.5639 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| NaturalGas Mitigated | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| NaturalGas Unmitigated | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |

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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 | | | | | |
| City Park | 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 |
| Single Family Housing | 2.58304e+007 | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| Total | | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |

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 | | | | | |
| City Park | 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 |
| Single Family Housing | 2.58304e+007 | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| Total | | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 8.62964e+006 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| Total | | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 8.62964e+006 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| Total | | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |

6.0 Area Detail

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | 6.6856 | 0.4988 | 8.1579 | 3.0200e-003 | | 0.0773 | 0.0773 | | 0.0773 | 0.0773 | 0.0000 | 483.9619 | 483.9619 | 0.0214 | 8.6300e-003 | 487.0695 |
| Unmitigated | 6.6890 | 0.4994 | 8.2158 | 3.0200e-003 | | 0.0776 | 0.0776 | | 0.0776 | 0.0776 | 0.0000 | 484.0806 | 484.0806 | 0.0216 | 8.6300e-003 | 487.1927 |

Phase 2 Single-family Residential - Unmitigated Construction and 2037 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.6122 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 5.7888 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0476 | 0.4066 | 0.1730 | 2.6000e-003 | | 0.0329 | 0.0329 | | 0.0329 | 0.0329 | 0.0000 | 470.8964 | 470.8964 | 9.0300e-003 | 8.6300e-003 | 473.6947 |
| Landscaping | 0.2405 | 0.0928 | 8.0428 | 4.3000e-004 | | 0.0448 | 0.0448 | | 0.0448 | 0.0448 | 0.0000 | 13.1842 | 13.1842 | 0.0126 | 0.0000 | 13.4980 |
| Total | 6.6890 | 0.4994 | 8.2158 | 3.0300e-003 | | 0.0776 | 0.0776 | | 0.0776 | 0.0776 | 0.0000 | 484.0806 | 484.0806 | 0.0216 | 8.6300e-003 | 487.1927 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.6122 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 5.7888 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0476 | 0.4066 | 0.1730 | 2.6000e-003 | | 0.0329 | 0.0329 | | 0.0329 | 0.0329 | 0.0000 | 470.8964 | 470.8964 | 9.0300e-003 | 8.6300e-003 | 473.6947 |
| Landscaping | 0.2371 | 0.0922 | 7.9849 | 4.2000e-004 | | 0.0444 | 0.0444 | | 0.0444 | 0.0444 | 0.0000 | 13.0654 | 13.0654 | 0.0124 | 0.0000 | 13.3747 |
| Total | 6.6856 | 0.4988 | 8.1579 | 3.0200e-003 | | 0.0773 | 0.0773 | | 0.0773 | 0.0773 | 0.0000 | 483.9619 | 483.9619 | 0.0214 | 8.6300e-003 | 487.0695 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 84.9824 | 1.8532 | 0.0444 | 144.5532 |
| Unmitigated | 106.2281 | 2.3164 | 0.0555 | 180.6915 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 11.7957 | 5.9541 | 6.2000e-004 | 7.0000e-005 | 5.9919 |
| Single Family Housing | 70.8224 / 44.6489 | 100.2740 | 2.3158 | 0.0555 | 174.6996 |
| Total | | 106.2281 | 2.3165 | 0.0555 | 180.6915 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 9.43653 | 4.7633 | 4.9000e-004 | 6.0000e-005 | 4.7935 |
| Single Family Housing | 56.6579 / 35.7191 | 80.2192 | 1.8527 | 0.0444 | 139.7597 |
| Total | | 84.9824 | 1.8532 | 0.0444 | 144.5532 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 159.1577 | 9.4060 | 0.0000 | 394.3065 |
| Unmitigated | 227.3682 | 13.4371 | 0.0000 | 563.2950 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.85 | 0.1725 | 0.0102 | 0.0000 | 0.4275 |
| Single Family Housing | 1119.24 | 227.1956 | 13.4269 | 0.0000 | 562.8675 |
| Total | | 227.3682 | 13.4371 | 0.0000 | 563.2950 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.595 | 0.1208 | 7.1400e-003 | 0.0000 | 0.2992 |
| Single Family Housing | 783.468 | 159.0369 | 9.3988 | 0.0000 | 394.0073 |
| Total | | 159.1577 | 9.4060 | 0.0000 | 394.3065 |

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Commercial - Unmitigated Construction and 2027 Operations

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1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|------|----------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 1.18 | Acre | 1.18 | 51,400.80 | 0 |
| Parking Lot | 4.72 | Acre | 4.72 | 205,603.20 | 0 |
| City Park | 0.30 | Acre | 0.30 | 13,068.00 | 0 |
| Regional Shopping Center | 8.50 | 1000sqft | 0.20 | 8,500.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2027 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 390.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 2 Commercial - 6.4 acres of Commercial Neighborhood

Land Use - 6.4 acres of Commercial in Phase 2

Square footage updated based on assumptions used in the project-specific trip generation table prepared for the Traffic Impact Analysis.

Construction Phase - Default construction schedule

No demolition

Start date based on assumed buildout rate of low density residential of Phase 1. It is anticipated that Phase 2 would begin construction once the low density residential of Phase 1 is at 60% completion.

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).

Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Trips - Trip rates derived from project-specific daily trips.

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings and building code standards (outside outlets)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

| Table Name | Column Name | Default Value | New Value |
|-------------------------|---------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |

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| | | | |
|-----------------|-------|-------|--------|
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.1730 | 1.5109 | 1.8403 | 4.1100e-003 | 0.2739 | 0.0572 | 0.3311 | 0.1132 | 0.0536 | 0.1668 | 0.0000 | 365.0172 | 365.0172 | 0.0613 | 0.0124 | 370.2399 |
| 2027 | 0.1467 | 0.5614 | 0.7697 | 1.6300e-003 | 0.0419 | 0.0219 | 0.0638 | 0.0114 | 0.0205 | 0.0319 | 0.0000 | 144.6534 | 144.6534 | 0.0245 | 4.6100e-003 | 146.6392 |
| Maximum | 0.1730 | 1.5109 | 1.8403 | 4.1100e-003 | 0.2739 | 0.0572 | 0.3311 | 0.1132 | 0.0536 | 0.1668 | 0.0000 | 365.0172 | 365.0172 | 0.0613 | 0.0124 | 370.2399 |

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.1730 | 1.5109 | 1.8403 | 4.1100e-003 | 0.1809 | 0.0572 | 0.2381 | 0.0666 | 0.0536 | 0.1202 | 0.0000 | 365.0170 | 365.0170 | 0.0613 | 0.0124 | 370.2396 |
| 2027 | 0.1467 | 0.5614 | 0.7697 | 1.6300e-003 | 0.0419 | 0.0219 | 0.0638 | 0.0114 | 0.0205 | 0.0319 | 0.0000 | 144.6533 | 144.6533 | 0.0245 | 4.6100e-003 | 146.6391 |
| Maximum | 0.1730 | 1.5109 | 1.8403 | 4.1100e-003 | 0.1809 | 0.0572 | 0.2381 | 0.0666 | 0.0536 | 0.1202 | 0.0000 | 365.0170 | 365.0170 | 0.0613 | 0.0124 | 370.2396 |

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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 |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 29.45 | 0.00 | 23.56 | 37.42 | 0.00 | 23.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 4-1-2026 | 6-30-2026 | 0.5968 | 0.5968 |
| 2 | 7-1-2026 | 9-30-2026 | 0.5391 | 0.5391 |
| 3 | 10-1-2026 | 12-31-2026 | 0.5433 | 0.5433 |
| 4 | 1-1-2027 | 3-31-2027 | 0.5273 | 0.5273 |
| 5 | 4-1-2027 | 6-30-2027 | 0.1879 | 0.1879 |
| | | Highest | 0.5968 | 0.5968 |

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 | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Energy | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 30.1580 | 30.1580 | 2.3800e-003 | 3.3000e-004 | 30.3156 |
| Mobile | 0.3693 | 0.5525 | 3.2320 | 7.4600e-003 | 0.8084 | 6.2700e-003 | 0.8147 | 0.2163 | 5.8800e-003 | 0.2222 | 0.0000 | 689.2576 | 689.2576 | 0.0379 | 0.0375 | 701.3698 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.8188 | 0.0000 | 1.8188 | 0.1075 | 0.0000 | 4.5060 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.1998 | 1.0656 | 1.2653 | 0.0206 | 5.0000e-004 | 1.9281 |
| Total | 0.4188 | 0.5549 | 3.2341 | 7.4700e-003 | 0.8084 | 6.4500e-003 | 0.8149 | 0.2163 | 6.0600e-003 | 0.2223 | 2.0186 | 720.4814 | 722.5000 | 0.1684 | 0.0383 | 738.1198 |

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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 | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Energy | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 30.1580 | 30.1580 | 2.3800e-003 | 3.3000e-004 | 30.3156 |
| Mobile | 0.3693 | 0.5525 | 3.2320 | 7.4600e-003 | 0.8084 | 6.2700e-003 | 0.8147 | 0.2163 | 5.8800e-003 | 0.2222 | 0.0000 | 689.2576 | 689.2576 | 0.0379 | 0.0375 | 701.3698 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.2732 | 0.0000 | 1.2732 | 0.0752 | 0.0000 | 3.1542 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.1598 | 0.8525 | 1.0123 | 0.0165 | 4.0000e-004 | 1.5425 |
| Total | 0.4188 | 0.5549 | 3.2341 | 7.4700e-003 | 0.8084 | 6.4500e-003 | 0.8149 | 0.2163 | 6.0600e-003 | 0.2223 | 1.4330 | 720.2683 | 721.7013 | 0.1320 | 0.0382 | 736.3823 |

| | 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 | 29.01 | 0.03 | 0.11 | 21.61 | 0.26 | 0.24 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 4/1/2026 | 4/14/2026 | 5 | 10 | |
| 2 | Grading | Grading | 4/15/2026 | 5/12/2026 | 5 | 20 | |
| 3 | Building Construction | Building Construction | 5/13/2026 | 3/30/2027 | 5 | 230 | |

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| | | | | | | |
|---|-----------------------|-----------------------|-----------|-----------|---|----|
| 4 | Paving | Paving | 3/31/2027 | 4/27/2027 | 5 | 20 |
| 5 | Architectural Coating | Architectural Coating | 4/28/2027 | 5/25/2027 | 5 | 20 |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 5.9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,752; Non-Residential Outdoor: 4,251; Striped Parking Area: 15,420 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 116.00 | 46.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 23.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2026

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 | | | | | 0.0983 | 0.0000 | 0.0983 | 0.0505 | 0.0000 | 0.0505 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | | 5.4300e-003 | 5.4300e-003 | | 5.0000e-003 | 5.0000e-003 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |
| Total | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | 0.0983 | 5.4300e-003 | 0.1037 | 0.0505 | 5.0000e-003 | 0.0555 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |

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3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 2.5000e-004 | 1.5000e-004 | 1.9300e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5135 | 0.5135 | 1.0000e-005 | 1.0000e-005 | 0.5182 |
| Total | 2.6000e-004 | 1.0200e-003 | 2.1100e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.8874 | 0.8874 | 1.0000e-005 | 7.0000e-005 | 0.9097 |

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 | | | | | 0.0442 | 0.0000 | 0.0442 | 0.0227 | 0.0000 | 0.0227 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | | 5.4300e-003 | 5.4300e-003 | | 5.0000e-003 | 5.0000e-003 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |
| Total | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | 0.0442 | 5.4300e-003 | 0.0497 | 0.0227 | 5.0000e-003 | 0.0277 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |

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3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 2.5000e-004 | 1.5000e-004 | 1.9300e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5135 | 0.5135 | 1.0000e-005 | 1.0000e-005 | 0.5182 |
| Total | 2.6000e-004 | 1.0200e-003 | 2.1100e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.8874 | 0.8874 | 1.0000e-005 | 7.0000e-005 | 0.9097 |

3.3 Grading - 2026

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 | | | | | 0.0708 | 0.0000 | 0.0708 | 0.0343 | 0.0000 | 0.0343 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0152 | 0.1532 | 0.1454 | 3.0000e-004 | | 6.2400e-003 | 6.2400e-003 | | 5.7400e-003 | 5.7400e-003 | 0.0000 | 26.0698 | 26.0698 | 8.4300e-003 | 0.0000 | 26.2806 |
| Total | 0.0152 | 0.1532 | 0.1454 | 3.0000e-004 | 0.0708 | 6.2400e-003 | 0.0771 | 0.0343 | 5.7400e-003 | 0.0400 | 0.0000 | 26.0698 | 26.0698 | 8.4300e-003 | 0.0000 | 26.2806 |

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3.3 Grading - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| 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 | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.2000e-004 | 9.9000e-004 | 3.3700e-003 | 1.0000e-005 | 1.2900e-003 | 2.0000e-005 | 1.3100e-003 | 3.5000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.1764 | 1.1764 | 2.0000e-005 | 7.0000e-005 | 1.1993 |

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 | | | | | 0.0319 | 0.0000 | 0.0319 | 0.0154 | 0.0000 | 0.0154 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0152 | 0.1532 | 0.1454 | 3.0000e-004 | | 6.2400e-003 | 6.2400e-003 | | 5.7400e-003 | 5.7400e-003 | 0.0000 | 26.0698 | 26.0698 | 8.4300e-003 | 0.0000 | 26.2806 |
| Total | 0.0152 | 0.1532 | 0.1454 | 3.0000e-004 | 0.0319 | 6.2400e-003 | 0.0381 | 0.0154 | 5.7400e-003 | 0.0212 | 0.0000 | 26.0698 | 26.0698 | 8.4300e-003 | 0.0000 | 26.2806 |

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3.3 Grading - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| 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 | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.2000e-004 | 9.9000e-004 | 3.3700e-003 | 1.0000e-005 | 1.2900e-003 | 2.0000e-005 | 1.3100e-003 | 3.5000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.1764 | 1.1764 | 2.0000e-005 | 7.0000e-005 | 1.1993 |

3.4 Building Construction - 2026

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 | 0.1142 | 1.0412 | 1.3431 | 2.2500e-003 | | 0.0441 | 0.0441 | | 0.0414 | 0.0414 | 0.0000 | 193.6527 | 193.6527 | 0.0455 | 0.0000 | 194.7908 |
| Total | 0.1142 | 1.0412 | 1.3431 | 2.2500e-003 | | 0.0441 | 0.0441 | | 0.0414 | 0.0414 | 0.0000 | 193.6527 | 193.6527 | 0.0455 | 0.0000 | 194.7908 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 1.0000e-005 | 8.1000e-004 | 1.7000e-004 | 0.0000 | 1.1000e-004 | 1.0000e-005 | 1.2000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3490 | 0.3490 | 0.0000 | 5.0000e-005 | 0.3654 |
| Vendor | 4.0300e-003 | 0.1712 | 0.0492 | 7.4000e-004 | 0.0254 | 1.1100e-003 | 0.0265 | 7.3400e-003 | 1.0600e-003 | 8.4000e-003 | 0.0000 | 70.8809 | 70.8809 | 3.1000e-004 | 0.0106 | 74.0524 |
| Worker | 0.0265 | 0.0164 | 0.2073 | 6.0000e-004 | 0.0772 | 3.4000e-004 | 0.0775 | 0.0205 | 3.1000e-004 | 0.0208 | 0.0000 | 55.2675 | 55.2675 | 1.5300e-003 | 1.5700e-003 | 55.7730 |
| Total | 0.0305 | 0.1884 | 0.2568 | 1.3400e-003 | 0.1027 | 1.4600e-003 | 0.1041 | 0.0279 | 1.3800e-003 | 0.0293 | 0.0000 | 126.4974 | 126.4974 | 1.8400e-003 | 0.0122 | 130.1908 |

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 | 0.1142 | 1.0412 | 1.3431 | 2.2500e-003 | | 0.0441 | 0.0441 | | 0.0414 | 0.0414 | 0.0000 | 193.6525 | 193.6525 | 0.0455 | 0.0000 | 194.7906 |
| Total | 0.1142 | 1.0412 | 1.3431 | 2.2500e-003 | | 0.0441 | 0.0441 | | 0.0414 | 0.0414 | 0.0000 | 193.6525 | 193.6525 | 0.0455 | 0.0000 | 194.7906 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 1.0000e-005 | 8.1000e-004 | 1.7000e-004 | 0.0000 | 1.1000e-004 | 1.0000e-005 | 1.2000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3490 | 0.3490 | 0.0000 | 5.0000e-005 | 0.3654 |
| Vendor | 4.0300e-003 | 0.1712 | 0.0492 | 7.4000e-004 | 0.0254 | 1.1100e-003 | 0.0265 | 7.3400e-003 | 1.0600e-003 | 8.4000e-003 | 0.0000 | 70.8809 | 70.8809 | 3.1000e-004 | 0.0106 | 74.0524 |
| Worker | 0.0265 | 0.0164 | 0.2073 | 6.0000e-004 | 0.0772 | 3.4000e-004 | 0.0775 | 0.0205 | 3.1000e-004 | 0.0208 | 0.0000 | 55.2675 | 55.2675 | 1.5300e-003 | 1.5700e-003 | 55.7730 |
| Total | 0.0305 | 0.1884 | 0.2568 | 1.3400e-003 | 0.1027 | 1.4600e-003 | 0.1041 | 0.0279 | 1.3800e-003 | 0.0293 | 0.0000 | 126.4974 | 126.4974 | 1.8400e-003 | 0.0122 | 130.1908 |

3.4 Building Construction - 2027

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 | 0.0431 | 0.3928 | 0.5067 | 8.5000e-004 | | 0.0166 | 0.0166 | | 0.0156 | 0.0156 | 0.0000 | 73.0546 | 73.0546 | 0.0172 | 0.0000 | 73.4840 |
| Total | 0.0431 | 0.3928 | 0.5067 | 8.5000e-004 | | 0.0166 | 0.0166 | | 0.0156 | 0.0156 | 0.0000 | 73.0546 | 73.0546 | 0.0172 | 0.0000 | 73.4840 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | 1.0000e-005 | 3.0000e-004 | 6.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1285 | 0.1285 | 0.0000 | 2.0000e-005 | 0.1345 |
| Vendor | 1.4900e-003 | 0.0641 | 0.0183 | 2.7000e-004 | 9.5800e-003 | 4.1000e-004 | 9.9900e-003 | 2.7700e-003 | 4.0000e-004 | 3.1700e-003 | 0.0000 | 26.2003 | 26.2003 | 1.1000e-004 | 3.9200e-003 | 27.3710 |
| Worker | 9.2900e-003 | 5.5700e-003 | 0.0730 | 2.2000e-004 | 0.0291 | 1.2000e-004 | 0.0292 | 7.7400e-003 | 1.1000e-004 | 7.8500e-003 | 0.0000 | 20.2290 | 20.2290 | 5.2000e-004 | 5.6000e-004 | 20.4077 |
| Total | 0.0108 | 0.0699 | 0.0914 | 4.9000e-004 | 0.0387 | 5.3000e-004 | 0.0393 | 0.0105 | 5.1000e-004 | 0.0110 | 0.0000 | 46.5578 | 46.5578 | 6.3000e-004 | 4.5000e-003 | 47.9132 |

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 | 0.0431 | 0.3928 | 0.5067 | 8.5000e-004 | | 0.0166 | 0.0166 | | 0.0156 | 0.0156 | 0.0000 | 73.0545 | 73.0545 | 0.0172 | 0.0000 | 73.4839 |
| Total | 0.0431 | 0.3928 | 0.5067 | 8.5000e-004 | | 0.0166 | 0.0166 | | 0.0156 | 0.0156 | 0.0000 | 73.0545 | 73.0545 | 0.0172 | 0.0000 | 73.4839 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | 1.0000e-005 | 3.0000e-004 | 6.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1285 | 0.1285 | 0.0000 | 2.0000e-005 | 0.1345 |
| Vendor | 1.4900e-003 | 0.0641 | 0.0183 | 2.7000e-004 | 9.5800e-003 | 4.1000e-004 | 9.9900e-003 | 2.7700e-003 | 4.0000e-004 | 3.1700e-003 | 0.0000 | 26.2003 | 26.2003 | 1.1000e-004 | 3.9200e-003 | 27.3710 |
| Worker | 9.2900e-003 | 5.5700e-003 | 0.0730 | 2.2000e-004 | 0.0291 | 1.2000e-004 | 0.0292 | 7.7400e-003 | 1.1000e-004 | 7.8500e-003 | 0.0000 | 20.2290 | 20.2290 | 5.2000e-004 | 5.6000e-004 | 20.4077 |
| Total | 0.0108 | 0.0699 | 0.0914 | 4.9000e-004 | 0.0387 | 5.3000e-004 | 0.0393 | 0.0105 | 5.1000e-004 | 0.0110 | 0.0000 | 46.5578 | 46.5578 | 6.3000e-004 | 4.5000e-003 | 47.9132 |

3.5 Paving - 2027

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 | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 7.7300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0169 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | 1.0000e-005 | 7.3000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3127 | 0.3127 | 0.0000 | 5.0000e-005 | 0.3273 |
| 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 | 3.8000e-004 | 2.3000e-004 | 3.0000e-003 | 1.0000e-005 | 1.1900e-003 | 0.0000 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8304 | 0.8304 | 2.0000e-005 | 2.0000e-005 | 0.8378 |
| Total | 3.9000e-004 | 9.6000e-004 | 3.1600e-003 | 1.0000e-005 | 1.2900e-003 | 1.0000e-005 | 1.3100e-003 | 3.5000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.1431 | 1.1431 | 2.0000e-005 | 7.0000e-005 | 1.1651 |

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 | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 7.7300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0169 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | 1.0000e-005 | 7.3000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3127 | 0.3127 | 0.0000 | 5.0000e-005 | 0.3273 |
| 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 | 3.8000e-004 | 2.3000e-004 | 3.0000e-003 | 1.0000e-005 | 1.1900e-003 | 0.0000 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8304 | 0.8304 | 2.0000e-005 | 2.0000e-005 | 0.8378 |
| Total | 3.9000e-004 | 9.6000e-004 | 3.1600e-003 | 1.0000e-005 | 1.2900e-003 | 1.0000e-005 | 1.3100e-003 | 3.5000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.1431 | 1.1431 | 2.0000e-005 | 7.0000e-005 | 1.1651 |

3.6 Architectural Coating - 2027

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 | 0.0733 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.7100e-003 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |
| Total | 0.0750 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0521 | 0.0521 | 0.0000 | 1.0000e-005 | 0.0546 |
| 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 | 5.8000e-004 | 3.5000e-004 | 4.6000e-003 | 1.0000e-005 | 1.8300e-003 | 1.0000e-005 | 1.8400e-003 | 4.9000e-004 | 1.0000e-005 | 4.9000e-004 | 0.0000 | 1.2733 | 1.2733 | 3.0000e-005 | 3.0000e-005 | 1.2846 |
| Total | 5.8000e-004 | 4.7000e-004 | 4.6300e-003 | 1.0000e-005 | 1.8500e-003 | 1.0000e-005 | 1.8600e-003 | 4.9000e-004 | 1.0000e-005 | 5.0000e-004 | 0.0000 | 1.3254 | 1.3254 | 3.0000e-005 | 4.0000e-005 | 1.3391 |

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 | 0.0733 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.7100e-003 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |
| Total | 0.0750 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0521 | 0.0521 | 0.0000 | 1.0000e-005 | 0.0546 |
| 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 | 5.8000e-004 | 3.5000e-004 | 4.6000e-003 | 1.0000e-005 | 1.8300e-003 | 1.0000e-005 | 1.8400e-003 | 4.9000e-004 | 1.0000e-005 | 4.9000e-004 | 0.0000 | 1.2733 | 1.2733 | 3.0000e-005 | 3.0000e-005 | 1.2846 |
| Total | 5.8000e-004 | 4.7000e-004 | 4.6300e-003 | 1.0000e-005 | 1.8500e-003 | 1.0000e-005 | 1.8600e-003 | 4.9000e-004 | 1.0000e-005 | 5.0000e-004 | 0.0000 | 1.3254 | 1.3254 | 3.0000e-005 | 4.0000e-005 | 1.3391 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.3693 | 0.5525 | 3.2320 | 7.4600e-003 | 0.8084 | 6.2700e-003 | 0.8147 | 0.2163 | 5.8800e-003 | 0.2222 | 0.0000 | 689.2576 | 689.2576 | 0.0379 | 0.0375 | 701.3698 |
| Unmitigated | 0.3693 | 0.5525 | 3.2320 | 7.4600e-003 | 0.8084 | 6.2700e-003 | 0.8147 | 0.2163 | 5.8800e-003 | 0.2222 | 0.0000 | 689.2576 | 689.2576 | 0.0379 | 0.0375 | 701.3698 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|---------------|---------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 912.33 | 912.33 | 912.33 | 2,166,820 | 2,166,820 |
| Total | 912.33 | 912.33 | 912.33 | 2,166,820 | 2,166,820 |

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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |

4.4 Fleet Mix

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Other Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Parking Lot | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Regional Shopping Center | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |

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 | 27.5952 | 27.5952 | 2.3300e-003 | 2.8000e-004 | 27.7375 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 27.5952 | 27.5952 | 2.3300e-003 | 2.8000e-004 | 27.7375 |
| NaturalGas Mitigated | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| NaturalGas Unmitigated | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| City Park | 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 |
| 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 |
| Regional Shopping Center | 48025 | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| Total | | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| City Park | 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 |
| 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 |
| Regional Shopping Center | 48025 | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| Total | | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 71961.1 | 12.7620 | 1.0800e-003 | 1.3000e-004 | 12.8278 |
| Regional Shopping Center | 83640 | 14.8332 | 1.2500e-003 | 1.5000e-004 | 14.9097 |
| Total | | 27.5952 | 2.3300e-003 | 2.8000e-004 | 27.7375 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 71961.1 | 12.7620 | 1.0800e-003 | 1.3000e-004 | 12.8278 |
| Regional Shopping Center | 83640 | 14.8332 | 1.2500e-003 | 1.5000e-004 | 14.9097 |
| Total | | 27.5952 | 2.3300e-003 | 2.8000e-004 | 27.7375 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Unmitigated | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |

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 | 7.3300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0419 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.0000e-005 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Total | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 7.3300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0419 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.0000e-005 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Total | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|-------------|--------|
| Category | MT/yr | | | |
| Mitigated | 1.0123 | 0.0165 | 4.0000e-004 | 1.5425 |
| Unmitigated | 1.2653 | 0.0206 | 5.0000e-004 | 1.9281 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|---------------------|---------------|---------------|--------------------|---------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 0.357444 | 0.2219 | 2.0000e-005 | 0.0000 | 0.2230 |
| 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 |
| Regional Shopping Center | 0.629616 / 0.385894 | 1.0435 | 0.0206 | 4.9000e-004 | 1.7051 |
| Total | | 1.2653 | 0.0206 | 4.9000e-004 | 1.9281 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|---------------------|---------------|---------------|--------------------|---------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 0.285956 | 0.1775 | 1.0000e-005 | 0.0000 | 0.1784 |
| 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 |
| Regional Shopping Center | 0.503693 / 0.308715 | 0.8348 | 0.0165 | 3.9000e-004 | 1.3641 |
| Total | | 1.0123 | 0.0165 | 3.9000e-004 | 1.5425 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|--------|
| | MT/yr | | | |
| Mitigated | 1.2732 | 0.0752 | 0.0000 | 3.1542 |
| Unmitigated | 1.8188 | 0.1075 | 0.0000 | 4.5060 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|---------------|---------------|---------------|---------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.03 | 6.0900e-003 | 3.6000e-004 | 0.0000 | 0.0151 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 8.93 | 1.8127 | 0.1071 | 0.0000 | 4.4909 |
| Total | | 1.8188 | 0.1075 | 0.0000 | 4.5060 |

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|---------------|---------------|---------------|---------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.021 | 4.2600e-003 | 2.5000e-004 | 0.0000 | 0.0106 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 6.251 | 1.2689 | 0.0750 | 0.0000 | 3.1436 |
| Total | | 1.2732 | 0.0752 | 0.0000 | 3.1542 |

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

Phase 2 Commercial - Unmitigated Construction and 2027 Operations - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Basin - Unmitigated Construction

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|-------|--------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 5.90 | Acre | 5.90 | 257,004.00 | 0 |
| Other Non-Asphalt Surfaces | 11.40 | Acre | 11.40 | 0.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2027 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 17.3 acres of Basin
11.4 acres net; 17.3 acres gross

Construction Phase - Default construction schedule
No demolition

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Coating -

| Table Name | Column Name | Default Value | New Value |
|------------|-------------------|---------------|-----------|
| tblLandUse | LandUseSquareFeet | 496,584.00 | 0.00 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|----------------|-------------------|------|-------|
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | VendorTripNumber | 0.00 | 4.00 |

2.0 Emissions Summary

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|-----------|--|--|
| 1 | 3-1-2026 | 5-31-2026 | 0.7008 | 0.7008 |
| | | Highest | 0.7008 | 0.7008 |

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 | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| 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 |
| Total | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| 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 |
| Total | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|------------------|------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 3/1/2026 | 3/13/2026 | 5 | 10 | |
| 2 | Grading | Grading | 3/14/2026 | 4/24/2026 | 5 | 30 | |
| 3 | Paving | Paving | 4/25/2026 | 5/22/2026 | 5 | 20 | |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 17.3

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 |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| 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

| 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 |
|------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | | | | | 0.0983 | 0.0000 | 0.0983 | 0.0505 | 0.0000 | 0.0505 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | | 5.4300e-003 | 5.4300e-003 | | 5.0000e-003 | 5.0000e-003 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |
| Total | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | 0.0983 | 5.4300e-003 | 0.1037 | 0.0505 | 5.0000e-003 | 0.0555 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 2.5000e-004 | 1.5000e-004 | 1.9300e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5135 | 0.5135 | 1.0000e-005 | 1.0000e-005 | 0.5182 |
| Total | 2.6000e-004 | 1.0200e-003 | 2.1100e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.8874 | 0.8874 | 1.0000e-005 | 7.0000e-005 | 0.9097 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | | | | | 0.0442 | 0.0000 | 0.0442 | 0.0227 | 0.0000 | 0.0227 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | | 5.4300e-003 | 5.4300e-003 | | 5.0000e-003 | 5.0000e-003 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |
| Total | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | 0.0442 | 5.4300e-003 | 0.0497 | 0.0227 | 5.0000e-003 | 0.0277 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 2.5000e-004 | 1.5000e-004 | 1.9300e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5135 | 0.5135 | 1.0000e-005 | 1.0000e-005 | 0.5182 |
| Total | 2.6000e-004 | 1.0200e-003 | 2.1100e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.8874 | 0.8874 | 1.0000e-005 | 7.0000e-005 | 0.9097 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | | | | | 0.1381 | 0.0000 | 0.1381 | 0.0548 | 0.0000 | 0.0548 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0435 | 0.4191 | 0.3950 | 9.3000e-004 | | 0.0170 | 0.0170 | | 0.0156 | 0.0156 | 0.0000 | 81.7593 | 81.7593 | 0.0264 | 0.0000 | 82.4204 |
| Total | 0.0435 | 0.4191 | 0.3950 | 9.3000e-004 | 0.1381 | 0.0170 | 0.1550 | 0.0548 | 0.0156 | 0.0704 | 0.0000 | 81.7593 | 81.7593 | 0.0264 | 0.0000 | 82.4204 |

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 | 2.0000e-005 | 9.9000e-004 | 2.1000e-004 | 0.0000 | 1.4000e-004 | 1.0000e-005 | 1.5000e-004 | 4.0000e-005 | 1.0000e-005 | 5.0000e-005 | 0.0000 | 0.4273 | 0.4273 | 0.0000 | 7.0000e-005 | 0.4474 |
| 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 | 8.2000e-004 | 5.1000e-004 | 6.4200e-003 | 2.0000e-005 | 2.3900e-003 | 1.0000e-005 | 2.4000e-003 | 6.4000e-004 | 1.0000e-005 | 6.4000e-004 | 0.0000 | 1.7118 | 1.7118 | 5.0000e-005 | 5.0000e-005 | 1.7274 |
| Total | 8.4000e-004 | 1.5000e-003 | 6.6300e-003 | 2.0000e-005 | 2.5300e-003 | 2.0000e-005 | 2.5500e-003 | 6.8000e-004 | 2.0000e-005 | 6.9000e-004 | 0.0000 | 2.1391 | 2.1391 | 5.0000e-005 | 1.2000e-004 | 2.1748 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | | | | | 0.0621 | 0.0000 | 0.0621 | 0.0247 | 0.0000 | 0.0247 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0435 | 0.4191 | 0.3950 | 9.3000e-004 | | 0.0170 | 0.0170 | | 0.0156 | 0.0156 | 0.0000 | 81.7592 | 81.7592 | 0.0264 | 0.0000 | 82.4203 |
| Total | 0.0435 | 0.4191 | 0.3950 | 9.3000e-004 | 0.0621 | 0.0170 | 0.0791 | 0.0247 | 0.0156 | 0.0403 | 0.0000 | 81.7592 | 81.7592 | 0.0264 | 0.0000 | 82.4203 |

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 | 2.0000e-005 | 9.9000e-004 | 2.1000e-004 | 0.0000 | 1.4000e-004 | 1.0000e-005 | 1.5000e-004 | 4.0000e-005 | 1.0000e-005 | 5.0000e-005 | 0.0000 | 0.4273 | 0.4273 | 0.0000 | 7.0000e-005 | 0.4474 |
| 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 | 8.2000e-004 | 5.1000e-004 | 6.4200e-003 | 2.0000e-005 | 2.3900e-003 | 1.0000e-005 | 2.4000e-003 | 6.4000e-004 | 1.0000e-005 | 6.4000e-004 | 0.0000 | 1.7118 | 1.7118 | 5.0000e-005 | 5.0000e-005 | 1.7274 |
| Total | 8.4000e-004 | 1.5000e-003 | 6.6300e-003 | 2.0000e-005 | 2.5300e-003 | 2.0000e-005 | 2.5500e-003 | 6.8000e-004 | 2.0000e-005 | 6.9000e-004 | 0.0000 | 2.1391 | 2.1391 | 5.0000e-005 | 1.2000e-004 | 2.1748 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2026

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 | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 7.7300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0169 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| Vendor | 4.0000e-005 | 1.7800e-003 | 5.1000e-004 | 1.0000e-005 | 2.6000e-004 | 1.0000e-005 | 2.8000e-004 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 0.0000 | 0.7382 | 0.7382 | 0.0000 | 1.1000e-004 | 0.7712 |
| Worker | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.6000e-004 | 2.7700e-003 | 3.8800e-003 | 2.0000e-005 | 1.5500e-003 | 3.0000e-005 | 1.5900e-003 | 4.3000e-004 | 2.0000e-005 | 4.4000e-004 | 0.0000 | 1.9145 | 1.9145 | 2.0000e-005 | 1.8000e-004 | 1.9704 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2026

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 | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 7.7300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0169 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| Vendor | 4.0000e-005 | 1.7800e-003 | 5.1000e-004 | 1.0000e-005 | 2.6000e-004 | 1.0000e-005 | 2.8000e-004 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 0.0000 | 0.7382 | 0.7382 | 0.0000 | 1.1000e-004 | 0.7712 |
| Worker | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.6000e-004 | 2.7700e-003 | 3.8800e-003 | 2.0000e-005 | 1.5500e-003 | 3.0000e-005 | 1.5900e-003 | 4.3000e-004 | 2.0000e-005 | 4.4000e-004 | 0.0000 | 1.9145 | 1.9145 | 2.0000e-005 | 1.8000e-004 | 1.9704 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | 0.0000 | 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 | | |
| Other Non-Asphalt Surfaces | 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 | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

4.4 Fleet Mix

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

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 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

6.0 Area Detail

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| Unmitigated | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

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 | 5.3600e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0166 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.0000e-005 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| Total | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 5.3600e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0166 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.0000e-005 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| Total | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

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 |

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

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 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

9.0 Operational Offroad

Phase 2 Basin - Unmitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 0.80 | Acre | 0.80 | 34,848.00 | 0 |
| Apartment Low Rise | 440.00 | Dwelling Unit | 28.50 | 440,000.00 | 1258 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2024 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Tier 1 Multifamily Residential Multifamily Housing (Low Rise)/High Density Residential

Land Use - Phase 1 Tier 1 Multifamily Residential High Density Residential/Multifamily Housing (Low Rise)

Construction Phase - No demolition
Default construction schedule

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment). Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only - zeroed out operational trips

Vehicle Emission Factors -

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning (not relevant for construction only run)

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017. (not relevant for construction only run)

Area Coating - Rule 4601 Architectural Coatings (not relevant for construction only run)

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII
Mitigation: Tier 4 mitigation applied to construction equipment >75 HP (Tier 4 Interim applied)

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).
(not relevant for construction only run)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance
(not relevant for construction only run)

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)
(not relevant for construction only run)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2024 operational year (not relevant for construction only run)

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------------------|----------------------------|-------------|----------------|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.51 | 0.53 |
| tblFleetMix | LDT1 | 0.05 | 0.21 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 9.0000e-004 |
| tblFleetMix | LHD2 | 7.9960e-003 | 9.0000e-004 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.17 | 0.06 |
| tblFleetMix | MH | 3.5920e-003 | 2.0000e-003 |
| tblFleetMix | MHD | 0.01 | 8.0000e-003 |
| tblFleetMix | OBUS | 6.3600e-004 | 0.00 |
| tblFleetMix | SBUS | 1.4650e-003 | 2.0000e-004 |
| tblFleetMix | UBUS | 4.7100e-004 | 4.3000e-003 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|-------|
| tblLandUse | LotAcreage | 27.50 | 28.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 8.14 | 0.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 0.00 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 0.00 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.1157 | 1.2089 | 0.8698 | 1.8300e-003 | 0.4089 | 0.0530 | 0.4619 | 0.1846 | 0.0487 | 0.2334 | 0.0000 | 161.1508 | 161.1508 | 0.0507 | 2.8000e-004 | 162.5010 |
| 2023 | 0.3625 | 2.2866 | 3.3756 | 7.8700e-003 | 0.3884 | 0.0947 | 0.4831 | 0.1043 | 0.0891 | 0.1935 | 0.0000 | 707.7955 | 707.7955 | 0.0817 | 0.0290 | 718.4798 |
| 2024 | 1.6348 | 1.6845 | 2.5861 | 5.9300e-003 | 0.2808 | 0.0671 | 0.3479 | 0.0754 | 0.0630 | 0.1384 | 0.0000 | 532.0817 | 532.0817 | 0.0674 | 0.0199 | 539.6916 |
| Maximum | 1.6348 | 2.2866 | 3.3756 | 7.8700e-003 | 0.4089 | 0.0947 | 0.4831 | 0.1846 | 0.0891 | 0.2334 | 0.0000 | 707.7955 | 707.7955 | 0.0817 | 0.0290 | 718.4798 |

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.0322 | 0.5593 | 1.0752 | 1.8300e-003 | 0.1869 | 2.9600e-003 | 0.1899 | 0.0839 | 2.9500e-003 | 0.0868 | 0.0000 | 161.1506 | 161.1506 | 0.0507 | 2.8000e-004 | 162.5009 |
| 2023 | 0.2548 | 1.8039 | 3.6110 | 7.8700e-003 | 0.3884 | 0.0159 | 0.4043 | 0.1043 | 0.0156 | 0.1200 | 0.0000 | 707.7951 | 707.7951 | 0.0817 | 0.0290 | 718.4794 |
| 2024 | 1.5540 | 1.4376 | 2.8019 | 5.9300e-003 | 0.2808 | 0.0110 | 0.2918 | 0.0754 | 0.0109 | 0.0863 | 0.0000 | 532.0815 | 532.0815 | 0.0674 | 0.0199 | 539.6913 |
| Maximum | 1.5540 | 1.8039 | 3.6110 | 7.8700e-003 | 0.3884 | 0.0159 | 0.4043 | 0.1043 | 0.0156 | 0.1200 | 0.0000 | 707.7951 | 707.7951 | 0.0817 | 0.0290 | 718.4794 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 12.88 | 26.63 | -9.61 | 0.00 | 20.59 | 86.10 | 31.48 | 27.66 | 85.34 | 48.16 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 10-1-2022 | 12-31-2022 | 1.3330 | 0.5978 |
| 2 | 1-1-2023 | 3-31-2023 | 0.6601 | 0.5141 |
| 3 | 4-1-2023 | 6-30-2023 | 0.6634 | 0.5158 |
| 4 | 7-1-2023 | 9-30-2023 | 0.6707 | 0.5215 |
| 5 | 10-1-2023 | 12-31-2023 | 0.6748 | 0.5255 |
| 6 | 1-1-2024 | 3-31-2024 | 0.6268 | 0.5112 |
| 7 | 4-1-2024 | 6-30-2024 | 0.6228 | 0.5072 |
| 8 | 7-1-2024 | 9-30-2024 | 0.5581 | 0.4705 |
| | | Highest | 1.3330 | 0.5978 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 1.5563 | 0.2022 | 3.3357 | 1.2200e-003 | | 0.0314 | 0.0314 | | 0.0314 | 0.0314 | 0.0000 | 195.9479 | 195.9479 | 8.7700e-003 | 3.4900e-003 | 197.2087 |
| Energy | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 700.1710 | 700.1710 | 0.0344 | 0.0102 | 704.0796 |
| 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 | 41.0996 | 0.0000 | 41.0996 | 2.4289 | 0.0000 | 101.8225 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 9.0950 | 39.3199 | 48.4149 | 0.9375 | 0.0225 | 78.5442 |
| Total | 1.5946 | 0.5290 | 3.4748 | 3.3100e-003 | 0.0000 | 0.0578 | 0.0578 | 0.0000 | 0.0578 | 0.0578 | 50.1945 | 935.4388 | 985.6333 | 3.4096 | 0.0362 | 1,081.6550 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 1.5549 | 0.2020 | 3.3122 | 1.2200e-003 | | 0.0313 | 0.0313 | | 0.0313 | 0.0313 | 0.0000 | 195.8999 | 195.8999 | 8.7000e-003 | 3.4900e-003 | 197.1588 |
| Energy | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 700.1710 | 700.1710 | 0.0344 | 0.0102 | 704.0796 |
| 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 | 28.7697 | 0.0000 | 28.7697 | 1.7002 | 0.0000 | 71.2757 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 7.2760 | 31.4559 | 38.7319 | 0.7500 | 0.0180 | 62.8354 |
| Total | 1.5932 | 0.5288 | 3.4513 | 3.3100e-003 | 0.0000 | 0.0577 | 0.0577 | 0.0000 | 0.0577 | 0.0577 | 36.0457 | 927.5267 | 963.5724 | 2.4933 | 0.0317 | 1,035.3495 |

| | 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 | 0.09 | 0.04 | 0.68 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.24 | 28.19 | 0.85 | 2.24 | 26.87 | 12.41 | 4.28 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2022 | 10/28/2022 | 5 | 20 | |
| 2 | Grading | Grading | 10/29/2022 | 12/30/2022 | 5 | 45 | |
| 3 | Building Construction | Building Construction | 12/31/2022 | 9/6/2024 | 5 | 440 | |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | |
|---|-----------------------|-----------------------|------------|------------|---|----|
| 4 | Paving | Paving | 9/7/2024 | 10/25/2024 | 5 | 35 |
| 5 | Architectural Coating | Architectural Coating | 10/26/2024 | 12/13/2024 | 5 | 35 |

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 0

Residential Indoor: 891,000; Residential Outdoor: 297,000; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 331.00 | 53.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 66.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 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 | | | | | |
| Fugitive Dust | | | | | 0.1966 | 0.0000 | 0.1966 | 0.1010 | 0.0000 | 0.1010 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0317 | 0.3308 | 0.1970 | 3.8000e-004 | | 0.0161 | 0.0161 | | 0.0148 | 0.0148 | 0.0000 | 33.4394 | 33.4394 | 0.0108 | 0.0000 | 33.7098 |
| Total | 0.0317 | 0.3308 | 0.1970 | 3.8000e-004 | 0.1966 | 0.0161 | 0.2127 | 0.1010 | 0.0148 | 0.1159 | 0.0000 | 33.4394 | 33.4394 | 0.0108 | 0.0000 | 33.7098 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 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 | 3.0000e-005 | 1.0900e-003 | 2.1000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.4153 | 0.4153 | 0.0000 | 7.0000e-005 | 0.4349 |
| 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 | 6.9000e-004 | 5.1000e-004 | 5.4100e-003 | 1.0000e-005 | 1.4300e-003 | 1.0000e-005 | 1.4400e-003 | 3.8000e-004 | 1.0000e-005 | 3.9000e-004 | 0.0000 | 1.1767 | 1.1767 | 4.0000e-005 | 4.0000e-005 | 1.1898 |
| Total | 7.2000e-004 | 1.6000e-003 | 5.6200e-003 | 1.0000e-005 | 1.5500e-003 | 2.0000e-005 | 1.5700e-003 | 4.1000e-004 | 2.0000e-005 | 4.3000e-004 | 0.0000 | 1.5921 | 1.5921 | 4.0000e-005 | 1.1000e-004 | 1.6247 |

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 | | | | | 0.0885 | 0.0000 | 0.0885 | 0.0455 | 0.0000 | 0.0455 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.9700e-003 | 0.1216 | 0.2296 | 3.8000e-004 | | 6.2000e-004 | 6.2000e-004 | | 6.2000e-004 | 6.2000e-004 | 0.0000 | 33.4394 | 33.4394 | 0.0108 | 0.0000 | 33.7097 |
| Total | 6.9700e-003 | 0.1216 | 0.2296 | 3.8000e-004 | 0.0885 | 6.2000e-004 | 0.0891 | 0.0455 | 6.2000e-004 | 0.0461 | 0.0000 | 33.4394 | 33.4394 | 0.0108 | 0.0000 | 33.7097 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 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 | 3.0000e-005 | 1.0900e-003 | 2.1000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.4153 | 0.4153 | 0.0000 | 7.0000e-005 | 0.4349 |
| 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 | 6.9000e-004 | 5.1000e-004 | 5.4100e-003 | 1.0000e-005 | 1.4300e-003 | 1.0000e-005 | 1.4400e-003 | 3.8000e-004 | 1.0000e-005 | 3.9000e-004 | 0.0000 | 1.1767 | 1.1767 | 4.0000e-005 | 4.0000e-005 | 1.1898 |
| Total | 7.2000e-004 | 1.6000e-003 | 5.6200e-003 | 1.0000e-005 | 1.5500e-003 | 2.0000e-005 | 1.5700e-003 | 4.1000e-004 | 2.0000e-005 | 4.3000e-004 | 0.0000 | 1.5921 | 1.5921 | 4.0000e-005 | 1.1000e-004 | 1.6247 |

3.3 Grading - 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 | | | | | |
| Fugitive Dust | | | | | 0.2071 | 0.0000 | 0.2071 | 0.0822 | 0.0000 | 0.0822 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0816 | 0.8740 | 0.6534 | 1.4000e-003 | | 0.0368 | 0.0368 | | 0.0338 | 0.0338 | 0.0000 | 122.7029 | 122.7029 | 0.0397 | 0.0000 | 123.6950 |
| Total | 0.0816 | 0.8740 | 0.6534 | 1.4000e-003 | 0.2071 | 0.0368 | 0.2439 | 0.0822 | 0.0338 | 0.1161 | 0.0000 | 122.7029 | 122.7029 | 0.0397 | 0.0000 | 123.6950 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 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 | 3.0000e-005 | 1.2400e-003 | 2.3000e-004 | 0.0000 | 1.4000e-004 | 1.0000e-005 | 1.5000e-004 | 4.0000e-005 | 1.0000e-005 | 5.0000e-005 | 0.0000 | 0.4747 | 0.4747 | 0.0000 | 7.0000e-005 | 0.4970 |
| 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 | 1.7200e-003 | 1.2700e-003 | 0.0135 | 3.0000e-005 | 3.5800e-003 | 2.0000e-005 | 3.6000e-003 | 9.5000e-004 | 2.0000e-005 | 9.7000e-004 | 0.0000 | 2.9418 | 2.9418 | 1.1000e-004 | 1.0000e-004 | 2.9746 |
| Total | 1.7500e-003 | 2.5100e-003 | 0.0138 | 3.0000e-005 | 3.7200e-003 | 3.0000e-005 | 3.7500e-003 | 9.9000e-004 | 3.0000e-005 | 1.0200e-003 | 0.0000 | 3.4165 | 3.4165 | 1.1000e-004 | 1.7000e-004 | 3.4716 |

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 | | | | | 0.0932 | 0.0000 | 0.0932 | 0.0370 | 0.0000 | 0.0370 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0228 | 0.4336 | 0.8263 | 1.4000e-003 | | 2.2800e-003 | 2.2800e-003 | | 2.2800e-003 | 2.2800e-003 | 0.0000 | 122.7027 | 122.7027 | 0.0397 | 0.0000 | 123.6948 |
| Total | 0.0228 | 0.4336 | 0.8263 | 1.4000e-003 | 0.0932 | 2.2800e-003 | 0.0955 | 0.0370 | 2.2800e-003 | 0.0393 | 0.0000 | 122.7027 | 122.7027 | 0.0397 | 0.0000 | 123.6948 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 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 | 0.0000 | 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 |
| Total | 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 |

3.4 Building Construction - 2023

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 | 0.2045 | 1.8700 | 2.1117 | 3.5000e-003 | | 0.0910 | 0.0910 | | 0.0856 | 0.0856 | 0.0000 | 301.3462 | 301.3462 | 0.0717 | 0.0000 | 303.1383 |
| Total | 0.2045 | 1.8700 | 2.1117 | 3.5000e-003 | | 0.0910 | 0.0910 | | 0.0856 | 0.0856 | 0.0000 | 301.3462 | 301.3462 | 0.0717 | 0.0000 | 303.1383 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

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 | 1.0000e-005 | 6.8000e-004 | 1.4000e-004 | 0.0000 | 9.0000e-005 | 1.0000e-005 | 1.0000e-004 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3026 | 0.3026 | 0.0000 | 5.0000e-005 | 0.3168 |
| Vendor | 7.7800e-003 | 0.3104 | 0.0937 | 1.4000e-003 | 0.0456 | 1.9800e-003 | 0.0475 | 0.0132 | 1.8900e-003 | 0.0151 | 0.0000 | 133.9297 | 133.9297 | 6.2000e-004 | 0.0201 | 139.9478 |
| Worker | 0.1503 | 0.1055 | 1.1701 | 2.9700e-003 | 0.3428 | 1.7800e-003 | 0.3445 | 0.0911 | 1.6400e-003 | 0.0928 | 0.0000 | 272.2170 | 272.2170 | 9.3500e-003 | 8.8100e-003 | 275.0768 |
| Total | 0.1581 | 0.4166 | 1.2639 | 4.3700e-003 | 0.3884 | 3.7700e-003 | 0.3922 | 0.1043 | 3.5400e-003 | 0.1079 | 0.0000 | 406.4493 | 406.4493 | 9.9700e-003 | 0.0290 | 415.3415 |

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 | 0.0967 | 1.3873 | 2.3471 | 3.5000e-003 | | 0.0121 | 0.0121 | | 0.0121 | 0.0121 | 0.0000 | 301.3458 | 301.3458 | 0.0717 | 0.0000 | 303.1380 |
| Total | 0.0967 | 1.3873 | 2.3471 | 3.5000e-003 | | 0.0121 | 0.0121 | | 0.0121 | 0.0121 | 0.0000 | 301.3458 | 301.3458 | 0.0717 | 0.0000 | 303.1380 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

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 | 1.0000e-005 | 6.8000e-004 | 1.4000e-004 | 0.0000 | 9.0000e-005 | 1.0000e-005 | 1.0000e-004 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3026 | 0.3026 | 0.0000 | 5.0000e-005 | 0.3168 |
| Vendor | 7.7800e-003 | 0.3104 | 0.0937 | 1.4000e-003 | 0.0456 | 1.9800e-003 | 0.0475 | 0.0132 | 1.8900e-003 | 0.0151 | 0.0000 | 133.9297 | 133.9297 | 6.2000e-004 | 0.0201 | 139.9478 |
| Worker | 0.1503 | 0.1055 | 1.1701 | 2.9700e-003 | 0.3428 | 1.7800e-003 | 0.3445 | 0.0911 | 1.6400e-003 | 0.0928 | 0.0000 | 272.2170 | 272.2170 | 9.3500e-003 | 8.8100e-003 | 275.0768 |
| Total | 0.1581 | 0.4166 | 1.2639 | 4.3700e-003 | 0.3884 | 3.7700e-003 | 0.3922 | 0.1043 | 3.5400e-003 | 0.1079 | 0.0000 | 406.4493 | 406.4493 | 9.9700e-003 | 0.0290 | 415.3415 |

3.4 Building Construction - 2024

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 | 0.1324 | 1.2099 | 1.4550 | 2.4300e-003 | | 0.0552 | 0.0552 | | 0.0519 | 0.0519 | 0.0000 | 208.6642 | 208.6642 | 0.0493 | 0.0000 | 209.8978 |
| Total | 0.1324 | 1.2099 | 1.4550 | 2.4300e-003 | | 0.0552 | 0.0552 | | 0.0519 | 0.0519 | 0.0000 | 208.6642 | 208.6642 | 0.0493 | 0.0000 | 209.8978 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

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 | 1.0000e-005 | 4.7000e-004 | 1.0000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2056 | 0.2056 | 0.0000 | 3.0000e-005 | 0.2153 |
| Vendor | 5.2300e-003 | 0.2149 | 0.0633 | 9.5000e-004 | 0.0315 | 1.3800e-003 | 0.0329 | 9.1200e-003 | 1.3200e-003 | 0.0104 | 0.0000 | 91.2906 | 91.2906 | 4.1000e-004 | 0.0137 | 95.3879 |
| Worker | 0.0955 | 0.0641 | 0.7436 | 1.9900e-003 | 0.2373 | 1.1600e-003 | 0.2385 | 0.0631 | 1.0700e-003 | 0.0642 | 0.0000 | 182.0152 | 182.0152 | 5.8000e-003 | 5.6000e-003 | 183.8301 |
| Total | 0.1007 | 0.2794 | 0.8070 | 2.9400e-003 | 0.2689 | 2.5400e-003 | 0.2714 | 0.0722 | 2.3900e-003 | 0.0746 | 0.0000 | 273.5115 | 273.5115 | 6.2100e-003 | 0.0193 | 279.4332 |

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 | 0.0653 | 0.9569 | 1.6237 | 2.4300e-003 | | 7.6800e-003 | 7.6800e-003 | | 7.6800e-003 | 7.6800e-003 | 0.0000 | 208.6640 | 208.6640 | 0.0493 | 0.0000 | 209.8975 |
| Total | 0.0653 | 0.9569 | 1.6237 | 2.4300e-003 | | 7.6800e-003 | 7.6800e-003 | | 7.6800e-003 | 7.6800e-003 | 0.0000 | 208.6640 | 208.6640 | 0.0493 | 0.0000 | 209.8975 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

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 | 1.0000e-005 | 4.7000e-004 | 1.0000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2056 | 0.2056 | 0.0000 | 3.0000e-005 | 0.2153 |
| Vendor | 5.2300e-003 | 0.2149 | 0.0633 | 9.5000e-004 | 0.0315 | 1.3800e-003 | 0.0329 | 9.1200e-003 | 1.3200e-003 | 0.0104 | 0.0000 | 91.2906 | 91.2906 | 4.1000e-004 | 0.0137 | 95.3879 |
| Worker | 0.0955 | 0.0641 | 0.7436 | 1.9900e-003 | 0.2373 | 1.1600e-003 | 0.2385 | 0.0631 | 1.0700e-003 | 0.0642 | 0.0000 | 182.0152 | 182.0152 | 5.8000e-003 | 5.6000e-003 | 183.8301 |
| Total | 0.1007 | 0.2794 | 0.8070 | 2.9400e-003 | 0.2689 | 2.5400e-003 | 0.2714 | 0.0722 | 2.3900e-003 | 0.0746 | 0.0000 | 273.5115 | 273.5115 | 6.2100e-003 | 0.0193 | 279.4332 |

3.5 Paving - 2024

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 | 0.0173 | 0.1667 | 0.2560 | 4.0000e-004 | | 8.2000e-003 | 8.2000e-003 | | 7.5400e-003 | 7.5400e-003 | 0.0000 | 35.0464 | 35.0464 | 0.0113 | 0.0000 | 35.3298 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0173 | 0.1667 | 0.2560 | 4.0000e-004 | | 8.2000e-003 | 8.2000e-003 | | 7.5400e-003 | 7.5400e-003 | 0.0000 | 35.0464 | 35.0464 | 0.0113 | 0.0000 | 35.3298 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

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 | 1.0000e-005 | 7.6000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3351 | 0.3351 | 0.0000 | 5.0000e-005 | 0.3508 |
| Vendor | 8.0000e-005 | 3.1500e-003 | 9.3000e-004 | 1.0000e-005 | 4.6000e-004 | 2.0000e-005 | 4.8000e-004 | 1.3000e-004 | 2.0000e-005 | 1.5000e-004 | 0.0000 | 1.3397 | 1.3397 | 1.0000e-005 | 2.0000e-004 | 1.3998 |
| Worker | 8.4000e-004 | 5.6000e-004 | 6.5500e-003 | 2.0000e-005 | 2.0900e-003 | 1.0000e-005 | 2.1000e-003 | 5.6000e-004 | 1.0000e-005 | 5.7000e-004 | 0.0000 | 1.6039 | 1.6039 | 5.0000e-005 | 5.0000e-005 | 1.6199 |
| Total | 9.3000e-004 | 4.4700e-003 | 7.6400e-003 | 3.0000e-005 | 2.6500e-003 | 4.0000e-005 | 2.6900e-003 | 7.2000e-004 | 4.0000e-005 | 7.6000e-004 | 0.0000 | 3.2786 | 3.2786 | 6.0000e-005 | 3.0000e-004 | 3.3705 |

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 | 5.8500e-003 | 0.1757 | 0.3027 | 4.0000e-004 | | 6.5000e-004 | 6.5000e-004 | | 6.5000e-004 | 6.5000e-004 | 0.0000 | 35.0464 | 35.0464 | 0.0113 | 0.0000 | 35.3298 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 5.8500e-003 | 0.1757 | 0.3027 | 4.0000e-004 | | 6.5000e-004 | 6.5000e-004 | | 6.5000e-004 | 6.5000e-004 | 0.0000 | 35.0464 | 35.0464 | 0.0113 | 0.0000 | 35.3298 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

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 | 1.0000e-005 | 7.6000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3351 | 0.3351 | 0.0000 | 5.0000e-005 | 0.3508 |
| Vendor | 8.0000e-005 | 3.1500e-003 | 9.3000e-004 | 1.0000e-005 | 4.6000e-004 | 2.0000e-005 | 4.8000e-004 | 1.3000e-004 | 2.0000e-005 | 1.5000e-004 | 0.0000 | 1.3397 | 1.3397 | 1.0000e-005 | 2.0000e-004 | 1.3998 |
| Worker | 8.4000e-004 | 5.6000e-004 | 6.5500e-003 | 2.0000e-005 | 2.0900e-003 | 1.0000e-005 | 2.1000e-003 | 5.6000e-004 | 1.0000e-005 | 5.7000e-004 | 0.0000 | 1.6039 | 1.6039 | 5.0000e-005 | 5.0000e-005 | 1.6199 |
| Total | 9.3000e-004 | 4.4700e-003 | 7.6400e-003 | 3.0000e-005 | 2.6500e-003 | 4.0000e-005 | 2.6900e-003 | 7.2000e-004 | 4.0000e-005 | 7.6000e-004 | 0.0000 | 3.2786 | 3.2786 | 6.0000e-005 | 3.0000e-004 | 3.3705 |

3.6 Architectural Coating - 2024

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 | 1.3766 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.1600e-003 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |
| Total | 1.3798 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

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 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0559 | 0.0559 | 0.0000 | 1.0000e-005 | 0.0585 |
| 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 | 3.7000e-003 | 2.4800e-003 | 0.0288 | 8.0000e-005 | 9.2000e-003 | 4.0000e-005 | 9.2400e-003 | 2.4500e-003 | 4.0000e-005 | 2.4900e-003 | 0.0000 | 7.0570 | 7.0570 | 2.2000e-004 | 2.2000e-004 | 7.1274 |
| Total | 3.7000e-003 | 2.6100e-003 | 0.0289 | 8.0000e-005 | 9.2200e-003 | 4.0000e-005 | 9.2600e-003 | 2.4500e-003 | 4.0000e-005 | 2.5000e-003 | 0.0000 | 7.1128 | 7.1128 | 2.2000e-004 | 2.3000e-004 | 7.1858 |

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 | 1.3766 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.5000e-004 | 0.0186 | 0.0321 | 5.0000e-005 | | 7.0000e-005 | 7.0000e-005 | | 7.0000e-005 | 7.0000e-005 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |
| Total | 1.3776 | 0.0186 | 0.0321 | 5.0000e-005 | | 7.0000e-005 | 7.0000e-005 | | 7.0000e-005 | 7.0000e-005 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

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 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0559 | 0.0559 | 0.0000 | 1.0000e-005 | 0.0585 |
| 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 | 3.7000e-003 | 2.4800e-003 | 0.0288 | 8.0000e-005 | 9.2000e-003 | 4.0000e-005 | 9.2400e-003 | 2.4500e-003 | 4.0000e-005 | 2.4900e-003 | 0.0000 | 7.0570 | 7.0570 | 2.2000e-004 | 2.2000e-004 | 7.1274 |
| Total | 3.7000e-003 | 2.6100e-003 | 0.0289 | 8.0000e-005 | 9.2200e-003 | 4.0000e-005 | 9.2600e-003 | 2.4500e-003 | 4.0000e-005 | 2.5000e-003 | 0.0000 | 7.1128 | 7.1128 | 2.2000e-004 | 2.3000e-004 | 7.1858 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 |
| Apartments Low Rise | 0.00 | 0.00 | 0.00 | | |
| City Park | 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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.527700 | 0.209000 | 0.167500 | 0.055600 | 0.000900 | 0.000900 | 0.008000 | 0.021400 | 0.000000 | 0.004300 | 0.002500 | 0.000200 | 0.002000 |
| City Park | 0.509869 | 0.051139 | 0.167106 | 0.174849 | 0.031609 | 0.007996 | 0.012006 | 0.015707 | 0.000636 | 0.000471 | 0.023554 | 0.001465 | 0.003592 |

5.0 Energy Detail

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 321.6637 | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 321.6637 | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |
| NaturalGas Mitigated | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |
| NaturalGas Unmitigated | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 7.09296e+006 | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |
| City Park | 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 |
| Total | | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |

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 | | | | | |
| Apartments Low Rise | 7.09296e+006 | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |
| City Park | 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 |
| Total | | 0.0383 | 0.3268 | 0.1391 | 2.0900e-003 | | 0.0264 | 0.0264 | | 0.0264 | 0.0264 | 0.0000 | 378.5073 | 378.5073 | 7.2500e-003 | 6.9400e-003 | 380.7566 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.81377e+006 | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.81377e+006 | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 321.6637 | 0.0272 | 3.2900e-003 | 323.3231 |

6.0 Area Detail

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | 1.5549 | 0.2020 | 3.3122 | 1.2200e-003 | | 0.0313 | 0.0313 | | 0.0313 | 0.0313 | 0.0000 | 195.8999 | 195.8999 | 8.7000e-003 | 3.4900e-003 | 197.1588 |
| Unmitigated | 1.5563 | 0.2022 | 3.3357 | 1.2200e-003 | | 0.0314 | 0.0314 | | 0.0314 | 0.0314 | 0.0000 | 195.9479 | 195.9479 | 8.7700e-003 | 3.4900e-003 | 197.2087 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.1377 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1.3012 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0193 | 0.1646 | 0.0700 | 1.0500e-003 | | 0.0133 | 0.0133 | | 0.0133 | 0.0133 | 0.0000 | 190.6113 | 190.6113 | 3.6500e-003 | 3.4900e-003 | 191.7440 |
| Landscaping | 0.0982 | 0.0376 | 3.2657 | 1.7000e-004 | | 0.0181 | 0.0181 | | 0.0181 | 0.0181 | 0.0000 | 5.3367 | 5.3367 | 5.1200e-003 | 0.0000 | 5.4647 |
| Total | 1.5563 | 0.2022 | 3.3357 | 1.2200e-003 | | 0.0314 | 0.0314 | | 0.0314 | 0.0314 | 0.0000 | 195.9479 | 195.9479 | 8.7700e-003 | 3.4900e-003 | 197.2087 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.1377 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1.3012 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0193 | 0.1646 | 0.0700 | 1.0500e-003 | | 0.0133 | 0.0133 | | 0.0133 | 0.0133 | 0.0000 | 190.6113 | 190.6113 | 3.6500e-003 | 3.4900e-003 | 191.7440 |
| Landscaping | 0.0968 | 0.0374 | 3.2422 | 1.7000e-004 | | 0.0180 | 0.0180 | | 0.0180 | 0.0180 | 0.0000 | 5.2886 | 5.2886 | 5.0500e-003 | 0.0000 | 5.4148 |
| Total | 1.5549 | 0.2020 | 3.3122 | 1.2200e-003 | | 0.0313 | 0.0313 | | 0.0313 | 0.0313 | 0.0000 | 195.8999 | 195.8999 | 8.7000e-003 | 3.4900e-003 | 197.1588 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|---------|
| Category | MT/yr | | | |
| Mitigated | 38.7319 | 0.7500 | 0.0180 | 62.8354 |
| Unmitigated | 48.4149 | 0.9375 | 0.0225 | 78.5442 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 28.6678 / 18.0732 | 47.8232 | 0.9374 | 0.0225 | 77.9495 |
| City Park | 0 / 0.953185 | 0.5917 | 5.0000e-005 | 1.0000e-005 | 0.5947 |
| Total | | 48.4149 | 0.9375 | 0.0225 | 78.5442 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 22.9342 / 14.4585 | 38.2586 | 0.7499 | 0.0180 | 62.3596 |
| City Park | 0 / 0.762548 | 0.4733 | 4.0000e-005 | 0.0000 | 0.4758 |
| Total | | 38.7319 | 0.7500 | 0.0180 | 62.8354 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| | MT/yr | | | |
| Mitigated | 28.7697 | 1.7002 | 0.0000 | 71.2757 |
| Unmitigated | 41.0996 | 2.4289 | 0.0000 | 101.8225 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---------------------|----------------|----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 202.4 | 41.0854 | 2.4281 | 0.0000 | 101.7873 |
| City Park | 0.07 | 0.0142 | 8.4000e-004 | 0.0000 | 0.0352 |
| Total | | 41.0996 | 2.4289 | 0.0000 | 101.8225 |

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---------------------|----------------|----------------|---------------|---------------|----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 141.68 | 28.7598 | 1.6997 | 0.0000 | 71.2511 |
| City Park | 0.049 | 9.9500e-003 | 5.9000e-004 | 0.0000 | 0.0246 |
| Total | | 28.7697 | 1.7002 | 0.0000 | 71.2757 |

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 1 Tier 1 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 0.10 | Acre | 0.10 | 4,356.00 | 0 |
| Apartments Low Rise | 146.00 | Dwelling Unit | 9.70 | 146,000.00 | 418 |
| Condo/Townhouse | 91.00 | Dwelling Unit | 9.00 | 91,000.00 | 260 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2026 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 390.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Tier 2 Multifamily Residential
 Multifamily Housing (Low Rise) - High Density Residential and Medium Density Residential

Land Use - Phase 1 Tier 2 Multifamily Residential
 9.7 acres of High Density Residential (146 units)
 9.1 acres of Medium Density Residential (91 units)

Construction Phase - Default construction schedule
 No demolition

Assumed to start immediately following completion of Phase 1, Tier 1 Multifamily Residential construction

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
 Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only - zeroed out operational trips

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning (not relevant for construction only run)

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017. (not relevant for construction only run)

Area Coating - Rule 4601 Architectural Coatings (not relevant for construction only run)

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII
Mitigation: Tier 4 mitigation applied to construction equipment >75 HP (Tier 4 Interim applied)

Mobile Land Use Mitigation -

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).
(not relevant for construction only run)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance (not relevant for construction only run)

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)
(not relevant for construction only run)

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------------------|----------------------------|-----------|----------------|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblLandUse | LotAcreage | 9.13 | 9.70 |
| tblLandUse | LotAcreage | 5.69 | 9.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|------|
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 8.14 | 0.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 0.00 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 0.00 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2024 | 0.0169 | 0.1695 | 0.1224 | 2.6000e-004 | 0.1530 | 7.5000e-003 | 0.1605 | 0.0592 | 6.9000e-003 | 0.0661 | 0.0000 | 23.2733 | 23.2733 | 7.2000e-003 | 9.0000e-005 | 23.4791 |
| 2025 | 0.2632 | 2.0203 | 2.7492 | 5.9200e-003 | 0.3141 | 0.0789 | 0.3931 | 0.1004 | 0.0739 | 0.1743 | 0.0000 | 524.1613 | 524.1613 | 0.0920 | 0.0122 | 530.0973 |
| 2026 | 0.8162 | 0.5673 | 0.8485 | 1.7300e-003 | 0.0560 | 0.0229 | 0.0788 | 0.0150 | 0.0215 | 0.0365 | 0.0000 | 153.2315 | 153.2315 | 0.0259 | 3.6100e-003 | 154.9546 |
| Maximum | 0.8162 | 2.0203 | 2.7492 | 5.9200e-003 | 0.3141 | 0.0789 | 0.3931 | 0.1004 | 0.0739 | 0.1743 | 0.0000 | 524.1613 | 524.1613 | 0.0920 | 0.0122 | 530.0973 |

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2024 | 4.8600e-003 | 0.0813 | 0.1545 | 2.6000e-004 | 0.0694 | 4.3000e-004 | 0.0698 | 0.0268 | 4.2000e-004 | 0.0272 | 0.0000 | 23.2733 | 23.2733 | 7.2000e-003 | 9.0000e-005 | 23.4791 |
| 2025 | 0.1601 | 1.6802 | 3.1212 | 5.9200e-003 | 0.2415 | 0.0122 | 0.2538 | 0.0721 | 0.0121 | 0.0842 | 0.0000 | 524.1609 | 524.1609 | 0.0920 | 0.0122 | 530.0969 |
| 2026 | 0.7872 | 0.5182 | 0.9410 | 1.7300e-003 | 0.0560 | 3.5400e-003 | 0.0595 | 0.0150 | 3.5100e-003 | 0.0185 | 0.0000 | 153.2314 | 153.2314 | 0.0259 | 3.6100e-003 | 154.9544 |
| Maximum | 0.7872 | 1.6802 | 3.1212 | 5.9200e-003 | 0.2415 | 0.0122 | 0.2538 | 0.0721 | 0.0121 | 0.0842 | 0.0000 | 524.1609 | 524.1609 | 0.0920 | 0.0122 | 530.0969 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 13.15 | 17.31 | -13.35 | 0.00 | 29.86 | 85.17 | 39.42 | 34.79 | 84.29 | 53.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 12-14-2024 | 3-13-2025 | 0.8163 | 0.5354 |
| 2 | 3-14-2025 | 6-13-2025 | 0.5223 | 0.4390 |
| 3 | 6-14-2025 | 9-13-2025 | 0.5219 | 0.4387 |
| 4 | 9-14-2025 | 12-13-2025 | 0.5178 | 0.4355 |
| 5 | 12-14-2025 | 3-13-2026 | 0.5103 | 0.4288 |
| 6 | 3-14-2026 | 6-13-2026 | 0.9734 | 0.9612 |
| | | Highest | 0.9734 | 0.9612 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.8380 | 0.1089 | 1.7958 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5447 | 105.5447 | 4.7200e-003 | 1.8800e-003 | 106.2236 |
| Energy | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 367.4717 | 367.4717 | 0.0192 | 5.2300e-003 | 369.5094 |
| 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 | 22.1321 | 0.0000 | 22.1321 | 1.3080 | 0.0000 | 54.8314 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4.8989 | 20.9344 | 25.8333 | 0.5049 | 0.0121 | 42.0608 |
| Total | 0.8564 | 0.2654 | 1.8624 | 1.6600e-003 | 0.0000 | 0.0296 | 0.0296 | 0.0000 | 0.0296 | 0.0296 | 27.0310 | 493.9508 | 520.9818 | 1.8368 | 0.0192 | 572.6252 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.8373 | 0.1088 | 1.7832 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5188 | 105.5188 | 4.6800e-003 | 1.8800e-003 | 106.1967 |
| Energy | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 367.4717 | 367.4717 | 0.0192 | 5.2300e-003 | 369.5094 |
| 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 | 15.4925 | 0.0000 | 15.4925 | 0.9156 | 0.0000 | 38.3820 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.9191 | 16.7475 | 20.6666 | 0.4039 | 9.6800e-003 | 33.6486 |
| Total | 0.8556 | 0.2652 | 1.8497 | 1.6600e-003 | 0.0000 | 0.0295 | 0.0295 | 0.0000 | 0.0295 | 0.0295 | 19.4116 | 489.7380 | 509.1496 | 1.3434 | 0.0168 | 547.7367 |

| | 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 | 0.09 | 0.05 | 0.68 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.24 | 28.19 | 0.85 | 2.27 | 26.86 | 12.55 | 4.35 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 12/14/2024 | 12/27/2024 | 5 | 10 | |
| 2 | Grading | Grading | 12/28/2024 | 2/7/2025 | 5 | 30 | |
| 3 | Building Construction | Building Construction | 2/8/2025 | 4/3/2026 | 5 | 300 | |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | |
|---|-----------------------|-----------------------|----------|-----------|---|----|
| 4 | Paving | Paving | 4/4/2026 | 5/1/2026 | 5 | 20 |
| 5 | Architectural Coating | Architectural Coating | 5/2/2026 | 5/29/2026 | 5 | 20 |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 479,925; Residential Outdoor: 159,975; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 172.00 | 26.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 34.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2024

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 | | | | | 0.0983 | 0.0000 | 0.0983 | 0.0505 | 0.0000 | 0.0505 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0133 | 0.1359 | 0.0917 | 1.9000e-004 | | 6.1500e-003 | 6.1500e-003 | | 5.6600e-003 | 5.6600e-003 | 0.0000 | 16.7285 | 16.7285 | 5.4100e-003 | 0.0000 | 16.8638 |
| Total | 0.0133 | 0.1359 | 0.0917 | 1.9000e-004 | 0.0983 | 6.1500e-003 | 0.1044 | 0.0505 | 5.6600e-003 | 0.0562 | 0.0000 | 16.7285 | 16.7285 | 5.4100e-003 | 0.0000 | 16.8638 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | 1.0000e-005 | 8.9000e-004 | 1.9000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3909 | 0.3909 | 0.0000 | 6.0000e-005 | 0.4093 |
| 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 | 2.9000e-004 | 1.9000e-004 | 2.2500e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5499 | 0.5499 | 2.0000e-005 | 2.0000e-005 | 0.5554 |
| Total | 3.0000e-004 | 1.0800e-003 | 2.4400e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.9408 | 0.9408 | 2.0000e-005 | 8.0000e-005 | 0.9647 |

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 | | | | | 0.0442 | 0.0000 | 0.0442 | 0.0227 | 0.0000 | 0.0227 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.4800e-003 | 0.0608 | 0.1148 | 1.9000e-004 | | 3.1000e-004 | 3.1000e-004 | | 3.1000e-004 | 3.1000e-004 | 0.0000 | 16.7285 | 16.7285 | 5.4100e-003 | 0.0000 | 16.8638 |
| Total | 3.4800e-003 | 0.0608 | 0.1148 | 1.9000e-004 | 0.0442 | 3.1000e-004 | 0.0445 | 0.0227 | 3.1000e-004 | 0.0230 | 0.0000 | 16.7285 | 16.7285 | 5.4100e-003 | 0.0000 | 16.8638 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | 1.0000e-005 | 8.9000e-004 | 1.9000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3909 | 0.3909 | 0.0000 | 6.0000e-005 | 0.4093 |
| 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 | 2.9000e-004 | 1.9000e-004 | 2.2500e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5499 | 0.5499 | 2.0000e-005 | 2.0000e-005 | 0.5554 |
| Total | 3.0000e-004 | 1.0800e-003 | 2.4400e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.9408 | 0.9408 | 2.0000e-005 | 8.0000e-005 | 0.9647 |

3.3 Grading - 2024

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 | | | | | 0.0537 | 0.0000 | 0.0537 | 8.4600e-003 | 0.0000 | 8.4600e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.2200e-003 | 0.0324 | 0.0277 | 6.0000e-005 | | 1.3400e-003 | 1.3400e-003 | | 1.2300e-003 | 1.2300e-003 | 0.0000 | 5.4520 | 5.4520 | 1.7600e-003 | 0.0000 | 5.4960 |
| Total | 3.2200e-003 | 0.0324 | 0.0277 | 6.0000e-005 | 0.0537 | 1.3400e-003 | 0.0551 | 8.4600e-003 | 1.2300e-003 | 9.6900e-003 | 0.0000 | 5.4520 | 5.4520 | 1.7600e-003 | 0.0000 | 5.4960 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

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 | 7.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0298 | 0.0298 | 0.0000 | 0.0000 | 0.0312 |
| 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 | 6.0000e-005 | 4.0000e-005 | 5.0000e-004 | 0.0000 | 1.6000e-004 | 0.0000 | 1.6000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1222 | 0.1222 | 0.0000 | 0.0000 | 0.1234 |
| Total | 6.0000e-005 | 1.1000e-004 | 5.1000e-004 | 0.0000 | 1.7000e-004 | 0.0000 | 1.7000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1520 | 0.1520 | 0.0000 | 0.0000 | 0.1546 |

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 | | | | | 0.0242 | 0.0000 | 0.0242 | 3.8100e-003 | 0.0000 | 3.8100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.0100e-003 | 0.0193 | 0.0367 | 6.0000e-005 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 5.4520 | 5.4520 | 1.7600e-003 | 0.0000 | 5.4960 |
| Total | 1.0100e-003 | 0.0193 | 0.0367 | 6.0000e-005 | 0.0242 | 1.0000e-004 | 0.0243 | 3.8100e-003 | 1.0000e-004 | 3.9100e-003 | 0.0000 | 5.4520 | 5.4520 | 1.7600e-003 | 0.0000 | 5.4960 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

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 | 7.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0298 | 0.0298 | 0.0000 | 0.0000 | 0.0312 |
| 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 | 6.0000e-005 | 4.0000e-005 | 5.0000e-004 | 0.0000 | 1.6000e-004 | 0.0000 | 1.6000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1222 | 0.1222 | 0.0000 | 0.0000 | 0.1234 |
| Total | 6.0000e-005 | 1.1000e-004 | 5.1000e-004 | 0.0000 | 1.7000e-004 | 0.0000 | 1.7000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1520 | 0.1520 | 0.0000 | 0.0000 | 0.1546 |

3.3 Grading - 2025

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 | | | | | 0.1320 | 0.0000 | 0.1320 | 0.0515 | 0.0000 | 0.0515 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0406 | 0.3912 | 0.3686 | 8.7000e-004 | | 0.0158 | 0.0158 | | 0.0146 | 0.0146 | 0.0000 | 76.3087 | 76.3087 | 0.0247 | 0.0000 | 76.9257 |
| Total | 0.0406 | 0.3912 | 0.3686 | 8.7000e-004 | 0.1320 | 0.0158 | 0.1479 | 0.0515 | 0.0146 | 0.0661 | 0.0000 | 76.3087 | 76.3087 | 0.0247 | 0.0000 | 76.9257 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | 2.0000e-005 | 9.4000e-004 | 2.0000e-004 | 0.0000 | 1.3000e-004 | 1.0000e-005 | 1.4000e-004 | 4.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.4080 | 0.4080 | 0.0000 | 6.0000e-005 | 0.4272 |
| 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 | 8.3000e-004 | 5.3000e-004 | 6.4300e-003 | 2.0000e-005 | 2.2300e-003 | 1.0000e-005 | 2.2400e-003 | 5.9000e-004 | 1.0000e-005 | 6.0000e-004 | 0.0000 | 1.6528 | 1.6528 | 5.0000e-005 | 5.0000e-005 | 1.6685 |
| Total | 8.5000e-004 | 1.4700e-003 | 6.6300e-003 | 2.0000e-005 | 2.3600e-003 | 2.0000e-005 | 2.3800e-003 | 6.3000e-004 | 2.0000e-005 | 6.4000e-004 | 0.0000 | 2.0608 | 2.0608 | 5.0000e-005 | 1.1000e-004 | 2.0957 |

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 | | | | | 0.0594 | 0.0000 | 0.0594 | 0.0232 | 0.0000 | 0.0232 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0142 | 0.2698 | 0.5141 | 8.7000e-004 | | 1.4200e-003 | 1.4200e-003 | | 1.4200e-003 | 1.4200e-003 | 0.0000 | 76.3086 | 76.3086 | 0.0247 | 0.0000 | 76.9256 |
| Total | 0.0142 | 0.2698 | 0.5141 | 8.7000e-004 | 0.0594 | 1.4200e-003 | 0.0608 | 0.0232 | 1.4200e-003 | 0.0246 | 0.0000 | 76.3086 | 76.3086 | 0.0247 | 0.0000 | 76.9256 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | 2.0000e-005 | 9.4000e-004 | 2.0000e-004 | 0.0000 | 1.3000e-004 | 1.0000e-005 | 1.4000e-004 | 4.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.4080 | 0.4080 | 0.0000 | 6.0000e-005 | 0.4272 |
| 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 | 8.3000e-004 | 5.3000e-004 | 6.4300e-003 | 2.0000e-005 | 2.2300e-003 | 1.0000e-005 | 2.2400e-003 | 5.9000e-004 | 1.0000e-005 | 6.0000e-004 | 0.0000 | 1.6528 | 1.6528 | 5.0000e-005 | 5.0000e-005 | 1.6685 |
| Total | 8.5000e-004 | 1.4700e-003 | 6.6300e-003 | 2.0000e-005 | 2.3600e-003 | 2.0000e-005 | 2.3800e-003 | 6.3000e-004 | 2.0000e-005 | 6.4000e-004 | 0.0000 | 2.0608 | 2.0608 | 5.0000e-005 | 1.1000e-004 | 2.0957 |

3.4 Building Construction - 2025

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 | 0.1593 | 1.4527 | 1.8739 | 3.1400e-003 | | 0.0615 | 0.0615 | | 0.0578 | 0.0578 | 0.0000 | 270.1862 | 270.1862 | 0.0635 | 0.0000 | 271.7740 |
| Total | 0.1593 | 1.4527 | 1.8739 | 3.1400e-003 | | 0.0615 | 0.0615 | | 0.0578 | 0.0578 | 0.0000 | 270.1862 | 270.1862 | 0.0635 | 0.0000 | 271.7740 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | 1.0000e-005 | 8.8000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3820 | 0.3820 | 0.0000 | 6.0000e-005 | 0.3999 |
| Vendor | 3.2500e-003 | 0.1359 | 0.0395 | 5.9000e-004 | 0.0200 | 8.8000e-004 | 0.0209 | 5.7900e-003 | 8.4000e-004 | 6.6300e-003 | 0.0000 | 56.9462 | 56.9462 | 2.5000e-004 | 8.5400e-003 | 59.4982 |
| Worker | 0.0592 | 0.0381 | 0.4604 | 1.2900e-003 | 0.1596 | 7.4000e-004 | 0.1604 | 0.0424 | 6.8000e-004 | 0.0431 | 0.0000 | 118.2775 | 118.2775 | 3.5000e-003 | 3.4900e-003 | 119.4039 |
| Total | 0.0624 | 0.1749 | 0.5001 | 1.8800e-003 | 0.1798 | 1.6300e-003 | 0.1814 | 0.0483 | 1.5300e-003 | 0.0498 | 0.0000 | 175.6057 | 175.6057 | 3.7500e-003 | 0.0121 | 179.3019 |

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 | 0.0827 | 1.2341 | 2.1003 | 3.1400e-003 | | 9.1800e-003 | 9.1800e-003 | | 9.1800e-003 | 9.1800e-003 | 0.0000 | 270.1858 | 270.1858 | 0.0635 | 0.0000 | 271.7737 |
| Total | 0.0827 | 1.2341 | 2.1003 | 3.1400e-003 | | 9.1800e-003 | 9.1800e-003 | | 9.1800e-003 | 9.1800e-003 | 0.0000 | 270.1858 | 270.1858 | 0.0635 | 0.0000 | 271.7737 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | 1.0000e-005 | 8.8000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3820 | 0.3820 | 0.0000 | 6.0000e-005 | 0.3999 |
| Vendor | 3.2500e-003 | 0.1359 | 0.0395 | 5.9000e-004 | 0.0200 | 8.8000e-004 | 0.0209 | 5.7900e-003 | 8.4000e-004 | 6.6300e-003 | 0.0000 | 56.9462 | 56.9462 | 2.5000e-004 | 8.5400e-003 | 59.4982 |
| Worker | 0.0592 | 0.0381 | 0.4604 | 1.2900e-003 | 0.1596 | 7.4000e-004 | 0.1604 | 0.0424 | 6.8000e-004 | 0.0431 | 0.0000 | 118.2775 | 118.2775 | 3.5000e-003 | 3.4900e-003 | 119.4039 |
| Total | 0.0624 | 0.1749 | 0.5001 | 1.8800e-003 | 0.1798 | 1.6300e-003 | 0.1814 | 0.0483 | 1.5300e-003 | 0.0498 | 0.0000 | 175.6057 | 175.6057 | 3.7500e-003 | 0.0121 | 179.3019 |

3.4 Building Construction - 2026

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 | 0.0458 | 0.4177 | 0.5388 | 9.0000e-004 | | 0.0177 | 0.0177 | | 0.0166 | 0.0166 | 0.0000 | 77.6930 | 77.6930 | 0.0183 | 0.0000 | 78.1496 |
| Total | 0.0458 | 0.4177 | 0.5388 | 9.0000e-004 | | 0.0177 | 0.0177 | | 0.0166 | 0.0166 | 0.0000 | 77.6930 | 77.6930 | 0.0183 | 0.0000 | 78.1496 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 2.5000e-004 | 5.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1074 | 0.1074 | 0.0000 | 2.0000e-005 | 0.1124 |
| Vendor | 9.1000e-004 | 0.0388 | 0.0112 | 1.7000e-004 | 5.7600e-003 | 2.5000e-004 | 6.0100e-003 | 1.6600e-003 | 2.4000e-004 | 1.9000e-003 | 0.0000 | 16.0732 | 16.0732 | 7.0000e-005 | 2.4100e-003 | 16.7924 |
| Worker | 0.0158 | 9.7600e-003 | 0.1233 | 3.6000e-004 | 0.0459 | 2.0000e-004 | 0.0461 | 0.0122 | 1.8000e-004 | 0.0124 | 0.0000 | 32.8775 | 32.8775 | 9.1000e-004 | 9.3000e-004 | 33.1782 |
| Total | 0.0167 | 0.0488 | 0.1346 | 5.3000e-004 | 0.0517 | 4.5000e-004 | 0.0522 | 0.0139 | 4.2000e-004 | 0.0143 | 0.0000 | 49.0581 | 49.0581 | 9.8000e-004 | 3.3600e-003 | 50.0830 |

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 | 0.0238 | 0.3549 | 0.6040 | 9.0000e-004 | | 2.6400e-003 | 2.6400e-003 | | 2.6400e-003 | 2.6400e-003 | 0.0000 | 77.6929 | 77.6929 | 0.0183 | 0.0000 | 78.1495 |
| Total | 0.0238 | 0.3549 | 0.6040 | 9.0000e-004 | | 2.6400e-003 | 2.6400e-003 | | 2.6400e-003 | 2.6400e-003 | 0.0000 | 77.6929 | 77.6929 | 0.0183 | 0.0000 | 78.1495 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 2.5000e-004 | 5.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1074 | 0.1074 | 0.0000 | 2.0000e-005 | 0.1124 |
| Vendor | 9.1000e-004 | 0.0388 | 0.0112 | 1.7000e-004 | 5.7600e-003 | 2.5000e-004 | 6.0100e-003 | 1.6600e-003 | 2.4000e-004 | 1.9000e-003 | 0.0000 | 16.0732 | 16.0732 | 7.0000e-005 | 2.4100e-003 | 16.7924 |
| Worker | 0.0158 | 9.7600e-003 | 0.1233 | 3.6000e-004 | 0.0459 | 2.0000e-004 | 0.0461 | 0.0122 | 1.8000e-004 | 0.0124 | 0.0000 | 32.8775 | 32.8775 | 9.1000e-004 | 9.3000e-004 | 33.1782 |
| Total | 0.0167 | 0.0488 | 0.1346 | 5.3000e-004 | 0.0517 | 4.5000e-004 | 0.0522 | 0.0139 | 4.2000e-004 | 0.0143 | 0.0000 | 49.0581 | 49.0581 | 9.8000e-004 | 3.3600e-003 | 50.0830 |

3.5 Paving - 2026

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 | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| Vendor | 4.0000e-005 | 1.7800e-003 | 5.1000e-004 | 1.0000e-005 | 2.6000e-004 | 1.0000e-005 | 2.8000e-004 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 0.0000 | 0.7382 | 0.7382 | 0.0000 | 1.1000e-004 | 0.7712 |
| Worker | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.6000e-004 | 2.7700e-003 | 3.8800e-003 | 2.0000e-005 | 1.5500e-003 | 3.0000e-005 | 1.5900e-003 | 4.3000e-004 | 2.0000e-005 | 4.4000e-004 | 0.0000 | 1.9145 | 1.9145 | 2.0000e-005 | 1.8000e-004 | 1.9704 |

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 | 3.3400e-003 | 0.1004 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 3.3400e-003 | 0.1004 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| Vendor | 4.0000e-005 | 1.7800e-003 | 5.1000e-004 | 1.0000e-005 | 2.6000e-004 | 1.0000e-005 | 2.8000e-004 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 0.0000 | 0.7382 | 0.7382 | 0.0000 | 1.1000e-004 | 0.7712 |
| Worker | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.6000e-004 | 2.7700e-003 | 3.8800e-003 | 2.0000e-005 | 1.5500e-003 | 3.0000e-005 | 1.5900e-003 | 4.3000e-004 | 2.0000e-005 | 4.4000e-004 | 0.0000 | 1.9145 | 1.9145 | 2.0000e-005 | 1.8000e-004 | 1.9704 |

3.6 Architectural Coating - 2026

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 | 0.7415 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.7100e-003 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |
| Total | 0.7432 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2026

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0534 | 0.0534 | 0.0000 | 1.0000e-005 | 0.0559 |
| 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 | 9.3000e-004 | 5.8000e-004 | 7.2800e-003 | 2.0000e-005 | 2.7100e-003 | 1.0000e-005 | 2.7200e-003 | 7.2000e-004 | 1.0000e-005 | 7.3000e-004 | 0.0000 | 1.9400 | 1.9400 | 5.0000e-005 | 6.0000e-005 | 1.9578 |
| Total | 9.3000e-004 | 7.0000e-004 | 7.3100e-003 | 2.0000e-005 | 2.7300e-003 | 1.0000e-005 | 2.7400e-003 | 7.2000e-004 | 1.0000e-005 | 7.4000e-004 | 0.0000 | 1.9934 | 1.9934 | 5.0000e-005 | 7.0000e-005 | 2.0137 |

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 | 0.7415 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 5.4000e-004 | 0.0106 | 0.0183 | 3.0000e-005 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |
| Total | 0.7420 | 0.0106 | 0.0183 | 3.0000e-005 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2026

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0534 | 0.0534 | 0.0000 | 1.0000e-005 | 0.0559 |
| 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 | 9.3000e-004 | 5.8000e-004 | 7.2800e-003 | 2.0000e-005 | 2.7100e-003 | 1.0000e-005 | 2.7200e-003 | 7.2000e-004 | 1.0000e-005 | 7.3000e-004 | 0.0000 | 1.9400 | 1.9400 | 5.0000e-005 | 6.0000e-005 | 1.9578 |
| Total | 9.3000e-004 | 7.0000e-004 | 7.3100e-003 | 2.0000e-005 | 2.7300e-003 | 1.0000e-005 | 2.7400e-003 | 7.2000e-004 | 1.0000e-005 | 7.4000e-004 | 0.0000 | 1.9934 | 1.9934 | 5.0000e-005 | 7.0000e-005 | 2.0137 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 |
| Apartments Low Rise | 0.00 | 0.00 | 0.00 | | |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.525357 | 0.051382 | 0.167800 | 0.162287 | 0.028850 | 0.007480 | 0.012195 | 0.015949 | 0.000630 | 0.000469 | 0.022910 | 0.001396 | 0.003296 |
| City Park | 0.525357 | 0.051382 | 0.167800 | 0.162287 | 0.028850 | 0.007480 | 0.012195 | 0.015949 | 0.000630 | 0.000469 | 0.022910 | 0.001396 | 0.003296 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Condo/Townhouse | 0.525357 | 0.051382 | 0.167800 | 0.162287 | 0.028850 | 0.007480 | 0.012195 | 0.015949 | 0.000630 | 0.000469 | 0.022910 | 0.001396 | 0.003296 |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

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 | 186.2751 | 186.2751 | 0.0157 | 1.9100e-003 | 187.2361 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 186.2751 | 186.2751 | 0.0157 | 1.9100e-003 | 187.2361 |
| NaturalGas Mitigated | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 181.1966 | 181.1966 | 3.4700e-003 | 3.3200e-003 | 182.2734 |
| NaturalGas Unmitigated | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 181.1966 | 181.1966 | 3.4700e-003 | 3.3200e-003 | 182.2734 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 2.35357e+006 | 0.0127 | 0.1085 | 0.0462 | 6.9000e-004 | | 8.7700e-003 | 8.7700e-003 | | 8.7700e-003 | 8.7700e-003 | 0.0000 | 125.5956 | 125.5956 | 2.4100e-003 | 2.3000e-003 | 126.3420 |
| City Park | 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 |
| Condo/Townhouse | 1.04192e+006 | 5.6200e-003 | 0.0480 | 0.0204 | 3.1000e-004 | | 3.8800e-003 | 3.8800e-003 | | 3.8800e-003 | 3.8800e-003 | 0.0000 | 55.6010 | 55.6010 | 1.0700e-003 | 1.0200e-003 | 55.9314 |
| Total | | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 181.1966 | 181.1966 | 3.4800e-003 | 3.3200e-003 | 182.2734 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 2.35357e+006 | 0.0127 | 0.1085 | 0.0462 | 6.9000e-004 | | 8.7700e-003 | 8.7700e-003 | | 8.7700e-003 | 8.7700e-003 | 0.0000 | 125.5956 | 125.5956 | 2.4100e-003 | 2.3000e-003 | 126.3420 |
| City Park | 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 |
| Condo/Townhouse | 1.04192e+006 | 5.6200e-003 | 0.0480 | 0.0204 | 3.1000e-004 | | 3.8800e-003 | 3.8800e-003 | | 3.8800e-003 | 3.8800e-003 | 0.0000 | 55.6010 | 55.6010 | 1.0700e-003 | 1.0200e-003 | 55.9314 |
| Total | | 0.0183 | 0.1565 | 0.0666 | 1.0000e-003 | | 0.0127 | 0.0127 | | 0.0127 | 0.0127 | 0.0000 | 181.1966 | 181.1966 | 3.4800e-003 | 3.3200e-003 | 182.2734 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 601841 | 106.7339 | 9.0100e-003 | 1.0900e-003 | 107.2845 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 448510 | 79.5412 | 6.7100e-003 | 8.1000e-004 | 79.9516 |
| Total | | 186.2751 | 0.0157 | 1.9000e-003 | 187.2361 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 601841 | 106.7339 | 9.0100e-003 | 1.0900e-003 | 107.2845 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 448510 | 79.5412 | 6.7100e-003 | 8.1000e-004 | 79.9516 |
| Total | | 186.2751 | 0.0157 | 1.9000e-003 | 187.2361 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use only Natural Gas Hearths

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.8373 | 0.1088 | 1.7832 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5188 | 105.5188 | 4.6800e-003 | 1.8800e-003 | 106.1967 |
| Unmitigated | 0.8380 | 0.1089 | 1.7958 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5447 | 105.5447 | 4.7200e-003 | 1.8800e-003 | 106.2236 |

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 | 0.0742 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.7007 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0104 | 0.0887 | 0.0377 | 5.7000e-004 | | 7.1700e-003 | 7.1700e-003 | | 7.1700e-003 | 7.1700e-003 | 0.0000 | 102.6702 | 102.6702 | 1.9700e-003 | 1.8800e-003 | 103.2803 |
| Landscaping | 0.0528 | 0.0203 | 1.7581 | 9.0000e-005 | | 9.7600e-003 | 9.7600e-003 | | 9.7600e-003 | 9.7600e-003 | 0.0000 | 2.8745 | 2.8745 | 2.7500e-003 | 0.0000 | 2.9433 |
| Total | 0.8380 | 0.1089 | 1.7958 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5447 | 105.5447 | 4.7200e-003 | 1.8800e-003 | 106.2236 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.0742 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.7007 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0104 | 0.0887 | 0.0377 | 5.7000e-004 | | 7.1700e-003 | 7.1700e-003 | | 7.1700e-003 | 7.1700e-003 | 0.0000 | 102.6702 | 102.6702 | 1.9700e-003 | 1.8800e-003 | 103.2803 |
| Landscaping | 0.0520 | 0.0201 | 1.7454 | 9.0000e-005 | | 9.6800e-003 | 9.6800e-003 | | 9.6800e-003 | 9.6800e-003 | 0.0000 | 2.8486 | 2.8486 | 2.7100e-003 | 0.0000 | 2.9165 |
| Total | 0.8373 | 0.1088 | 1.7832 | 6.6000e-004 | | 0.0169 | 0.0169 | | 0.0169 | 0.0169 | 0.0000 | 105.5188 | 105.5188 | 4.6800e-003 | 1.8800e-003 | 106.1967 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|-------------|---------|
| Category | MT/yr | | | |
| Mitigated | 20.6666 | 0.4039 | 9.6800e-003 | 33.6486 |
| Unmitigated | 25.8333 | 0.5049 | 0.0121 | 42.0608 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 9.51249 / 5.997 | 15.8686 | 0.3111 | 7.4500e-003 | 25.8651 |
| City Park | 0 / 0.119148 | 0.0740 | 1.0000e-005 | 0.0000 | 0.0743 |
| Condo/Townhouse | 5.92902 / 3.73786 | 9.8907 | 0.1939 | 4.6400e-003 | 16.1214 |
| Total | | 25.8333 | 0.5049 | 0.0121 | 42.0608 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 7.60999 / 4.7976 | 12.6949 | 0.2488 | 5.9600e-003 | 20.6921 |
| City Park | 0 / 0.0953185 | 0.0592 | 0.0000 | 0.0000 | 0.0595 |
| Condo/Townhouse | 4.74321 / 2.99029 | 7.9126 | 0.1551 | 3.7100e-003 | 12.8971 |
| Total | | 20.6666 | 0.4039 | 9.6700e-003 | 33.6486 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|---------|
| | MT/yr | | | |
| Mitigated | 15.4925 | 0.9156 | 0.0000 | 38.3820 |
| Unmitigated | 22.1321 | 1.3080 | 0.0000 | 54.8314 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---------------------|----------------|----------------|---------------|---------------|----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 67.16 | 13.6329 | 0.8057 | 0.0000 | 33.7749 |
| City Park | 0.01 | 2.0300e-003 | 1.2000e-004 | 0.0000 | 5.0300e-003 |
| Condo/Townhouse | 41.86 | 8.4972 | 0.5022 | 0.0000 | 21.0515 |
| Total | | 22.1321 | 1.3080 | 0.0000 | 54.8314 |

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---------------------|----------------|----------------|---------------|---------------|----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 47.012 | 9.5430 | 0.5640 | 0.0000 | 23.6424 |
| City Park | 0.007 | 1.4200e-003 | 8.0000e-005 | 0.0000 | 3.5200e-003 |
| Condo/Townhouse | 29.302 | 5.9480 | 0.3515 | 0.0000 | 14.7360 |
| Total | | 15.4925 | 0.9156 | 0.0000 | 38.3820 |

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 |
|----------------|--------|
|----------------|--------|

Phase 1 Tier 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.0 Vegetation

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Single-family Residential - Tier 4 Mitigated Construction

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 2.60 | Acre | 2.60 | 113,256.00 | 0 |
| Single Family Housing | 505.00 | Dwelling Unit | 98.30 | 909,000.00 | 1444 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2028 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Single-family Residential

100.9 acres of Low Density Residential (up to 505 units)

Land Use - 100.9 acres of Low Density Residential (up to 505 units)

Construction Phase - Construction schedule adjusted to estimate construction of 100 low-density residential units per year on average

No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).

Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only - zeroed out operational trips

Vehicle Emission Factors -

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning (not relevant for construction only run)

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017. (not relevant for construction only run)

Area Coating - Rule 4601 Architectural Coatings (not relevant for construction only run)

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII
Mitigation: Tier 4 mitigation applied to construction equipment >75 HP (Tier 4 Final applied)

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).
(not relevant for construction only run)

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance (not relevant for construction only run)

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)
(not relevant for construction only run)

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 6.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------------------|----------------------------|-----------|--------------|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 12.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 3,100.00 | 1,184.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblLandUse | LotAcreage | 163.96 | 98.30 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 3.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 3.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.10 |
| tblOffRoadEquipment | UsageHours | 8.00 | 10.50 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 9.20 |
| tblOffRoadEquipment | UsageHours | 8.00 | 10.50 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|-------|
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 40.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 9.54 | 0.00 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 8.55 | 0.00 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 9.44 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.1053 | 1.0775 | 0.6579 | 1.2800e-003 | 0.6873 | 0.0524 | 0.7398 | 0.3343 | 0.0483 | 0.3826 | 0.0000 | 112.7273 | 112.7273 | 0.0353 | 1.7000e-004 | 113.6593 |
| 2023 | 1.1935 | 10.8549 | 11.5841 | 0.0235 | 2.0392 | 0.4799 | 2.5191 | 0.7669 | 0.4466 | 1.2136 | 0.0000 | 2,070.9869 | 2,070.9869 | 0.4782 | 0.0362 | 2,093.7149 |
| 2024 | 0.7847 | 6.8187 | 7.9175 | 0.0165 | 1.1200 | 0.2849 | 1.4049 | 0.3111 | 0.2666 | 0.5777 | 0.0000 | 1,456.3398 | 1,456.3398 | 0.2879 | 0.0334 | 1,473.4896 |
| 2025 | 0.5667 | 4.7541 | 6.3216 | 0.0130 | 0.3011 | 0.1845 | 0.4856 | 0.0815 | 0.1736 | 0.2551 | 0.0000 | 1,149.9244 | 1,149.9244 | 0.1927 | 0.0321 | 1,164.3083 |
| 2026 | 0.5600 | 4.7451 | 6.2726 | 0.0129 | 0.3011 | 0.1844 | 0.4855 | 0.0815 | 0.1735 | 0.2550 | 0.0000 | 1,140.7377 | 1,140.7377 | 0.1922 | 0.0312 | 1,154.8409 |
| 2027 | 2.7414 | 2.6545 | 3.5961 | 7.4200e-003 | 0.1958 | 0.1038 | 0.2996 | 0.0528 | 0.0980 | 0.1508 | 0.0000 | 654.9919 | 654.9919 | 0.1047 | 0.0169 | 662.6581 |
| 2028 | 0.4312 | 0.0200 | 0.0441 | 9.0000e-005 | 6.0500e-003 | 8.7000e-004 | 6.9200e-003 | 1.6100e-003 | 8.7000e-004 | 2.4800e-003 | 0.0000 | 8.3067 | 8.3067 | 3.3000e-004 | 1.1000e-004 | 8.3478 |
| Maximum | 2.7414 | 10.8549 | 11.5841 | 0.0235 | 2.0392 | 0.4799 | 2.5191 | 0.7669 | 0.4466 | 1.2136 | 0.0000 | 2,070.9869 | 2,070.9869 | 0.4782 | 0.0362 | 2,093.7149 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.0174 | 0.0678 | 0.6959 | 1.2800e-003 | 0.3119 | 2.0500e-003 | 0.3139 | 0.1511 | 2.0500e-003 | 0.1532 | 0.0000 | 112.7272 | 112.7272 | 0.0353 | 1.7000e-004 | 113.6592 |
| 2023 | 0.4353 | 1.9650 | 12.9377 | 0.0235 | 1.1027 | 0.0522 | 1.1550 | 0.3952 | 0.0520 | 0.4472 | 0.0000 | 2,070.9849 | 2,070.9849 | 0.4782 | 0.0362 | 2,093.7129 |
| 2024 | 0.3287 | 1.5695 | 8.6957 | 0.0165 | 0.6748 | 0.0387 | 0.7135 | 0.1862 | 0.0384 | 0.2247 | 0.0000 | 1,456.3385 | 1,456.3385 | 0.2879 | 0.0334 | 1,473.4883 |
| 2025 | 0.2710 | 1.3659 | 6.8449 | 0.0130 | 0.3011 | 0.0308 | 0.3319 | 0.0815 | 0.0306 | 0.1121 | 0.0000 | 1,149.9235 | 1,149.9235 | 0.1927 | 0.0321 | 1,164.3073 |
| 2026 | 0.2643 | 1.3568 | 6.7959 | 0.0129 | 0.3011 | 0.0308 | 0.3319 | 0.0815 | 0.0306 | 0.1121 | 0.0000 | 1,140.7368 | 1,140.7368 | 0.1922 | 0.0312 | 1,154.8400 |
| 2027 | 2.5696 | 0.7420 | 3.8790 | 7.4200e-003 | 0.1958 | 0.0170 | 0.2128 | 0.0528 | 0.0169 | 0.0697 | 0.0000 | 654.9914 | 654.9914 | 0.1047 | 0.0169 | 662.6575 |
| 2028 | 0.4289 | 3.1900e-003 | 0.0445 | 9.0000e-005 | 6.0500e-003 | 9.0000e-005 | 6.1400e-003 | 1.6100e-003 | 9.0000e-005 | 1.6900e-003 | 0.0000 | 8.3067 | 8.3067 | 3.3000e-004 | 1.1000e-004 | 8.3478 |
| Maximum | 2.5696 | 1.9650 | 12.9377 | 0.0235 | 1.1027 | 0.0522 | 1.1550 | 0.3952 | 0.0520 | 0.4472 | 0.0000 | 2,070.9849 | 2,070.9849 | 0.4782 | 0.0362 | 2,093.7129 |

| | 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 | 32.39 | 77.14 | -9.62 | 0.00 | 37.78 | 86.71 | 48.41 | 41.71 | 85.87 | 60.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 3 | 9-1-2022 | 11-30-2022 | 0.7930 | 0.0572 |
| 4 | 12-1-2022 | 2-28-2023 | 2.2694 | 0.4011 |
| 5 | 3-1-2023 | 5-31-2023 | 3.1110 | 0.6180 |
| 6 | 6-1-2023 | 8-31-2023 | 3.1553 | 0.6253 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|----|-----------|------------|--------|--------|
| 7 | 9-1-2023 | 11-30-2023 | 3.0144 | 0.6058 |
| 8 | 12-1-2023 | 2-29-2024 | 2.6434 | 0.5605 |
| 9 | 3-1-2024 | 5-31-2024 | 2.5215 | 0.5485 |
| 10 | 6-1-2024 | 8-31-2024 | 1.4351 | 0.4193 |
| 11 | 9-1-2024 | 11-30-2024 | 1.4237 | 0.4190 |
| 12 | 12-1-2024 | 2-28-2025 | 1.3477 | 0.4106 |
| 13 | 3-1-2025 | 5-31-2025 | 1.3399 | 0.4123 |
| 14 | 6-1-2025 | 8-31-2025 | 1.3377 | 0.4102 |
| 15 | 9-1-2025 | 11-30-2025 | 1.3274 | 0.4100 |
| 16 | 12-1-2025 | 2-28-2026 | 1.3122 | 0.4049 |
| 17 | 3-1-2026 | 5-31-2026 | 1.3357 | 0.4082 |
| 18 | 6-1-2026 | 8-31-2026 | 1.3336 | 0.4060 |
| 19 | 9-1-2026 | 11-30-2026 | 1.3233 | 0.4059 |
| 20 | 12-1-2026 | 2-28-2027 | 1.3084 | 0.4010 |
| 21 | 3-1-2027 | 5-31-2027 | 1.7914 | 0.8445 |
| 22 | 6-1-2027 | 8-31-2027 | 1.5498 | 1.0581 |
| 23 | 9-1-2027 | 11-30-2027 | 0.8895 | 0.8519 |
| 24 | 12-1-2027 | 2-29-2028 | 0.7621 | 0.7299 |
| | | Highest | 3.1553 | 1.0581 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 3.1075 | 0.2321 | 3.8265 | 1.4000e-003 | | 0.0361 | 0.0361 | | 0.0361 | 0.0361 | 0.0000 | 224.8948 | 224.8948 | 0.0101 | 4.0100e-003 | 226.3415 |
| Energy | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 1,351.3914 | 1,351.3914 | 0.0723 | 0.0190 | 1,358.8649 |
| 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 | 105.5675 | 0.0000 | 105.5675 | 6.2389 | 0.0000 | 261.5390 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 10.4385 | 46.3723 | 56.8109 | 1.0761 | 0.0258 | 91.3976 |
| Total | 3.1722 | 0.7850 | 4.0618 | 4.9300e-003 | 0.0000 | 0.0808 | 0.0808 | 0.0000 | 0.0808 | 0.0808 | 116.0060 | 1,622.6586 | 1,738.6646 | 7.3973 | 0.0488 | 1,938.1429 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 3.1059 | 0.2318 | 3.7996 | 1.4000e-003 | | 0.0359 | 0.0359 | | 0.0359 | 0.0359 | 0.0000 | 224.8397 | 224.8397 | 9.9700e-003 | 4.0100e-003 | 226.2842 |
| Energy | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 1,351.3914 | 1,351.3914 | 0.0723 | 0.0190 | 1,358.8649 |
| 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 | 105.5675 | 0.0000 | 105.5675 | 6.2389 | 0.0000 | 261.5390 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 8.3508 | 37.0979 | 45.4487 | 0.8608 | 0.0206 | 73.1181 |
| Total | 3.1706 | 0.7848 | 4.0349 | 4.9300e-003 | 0.0000 | 0.0806 | 0.0806 | 0.0000 | 0.0806 | 0.0806 | 113.9183 | 1,613.3290 | 1,727.2473 | 7.1820 | 0.0437 | 1,919.8061 |

| | 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 | 0.05 | 0.03 | 0.66 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.20 | 0.20 | 1.80 | 0.57 | 0.66 | 2.91 | 10.57 | 0.95 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2022 | 3/17/2023 | 5 | 120 | |
| 2 | Building Construction | Building Construction | 1/1/2023 | 7/15/2027 | 5 | 1184 | Adjusted for schedule and 505 units |
| 3 | Paving | Paving | 1/1/2023 | 11/3/2023 | 5 | 220 | |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | |
|---|-----------------------|-----------------------|-----------|-----------|---|-----|
| 4 | Grading | Grading | 3/18/2023 | 5/24/2024 | 5 | 310 |
| 5 | Architectural Coating | Architectural Coating | 4/15/2027 | 2/16/2028 | 5 | 220 |

Acres of Grading (Site Preparation Phase): 180

Acres of Grading (Grading Phase): 930

Acres of Paving: 0

Residential Indoor: 1,840,725; Residential Outdoor: 613,575; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 3 | 6.10 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 10.50 | 89 | 0.20 |
| Building Construction | Generator Sets | 3 | 7.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 9.20 | 97 | 0.37 |
| Building Construction | Welders | 2 | 10.50 | 46 | 0.45 |
| 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 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 20 | 229.00 | 73.00 | 40.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 46.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 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 | | | | | |
| Fugitive Dust | | | | | 0.6826 | 0.0000 | 0.6826 | 0.3331 | 0.0000 | 0.3331 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1030 | 1.0752 | 0.6402 | 1.2400e-003 | | 0.0524 | 0.0524 | | 0.0482 | 0.0482 | 0.0000 | 108.6780 | 108.6780 | 0.0352 | 0.0000 | 109.5567 |
| Total | 0.1030 | 1.0752 | 0.6402 | 1.2400e-003 | 0.6826 | 0.0524 | 0.7350 | 0.3331 | 0.0482 | 0.3813 | 0.0000 | 108.6780 | 108.6780 | 0.0352 | 0.0000 | 109.5567 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 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 | 1.0000e-005 | 5.9000e-004 | 1.1000e-004 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 7.0000e-005 | 2.0000e-005 | 1.0000e-005 | 2.0000e-005 | 0.0000 | 0.2250 | 0.2250 | 0.0000 | 4.0000e-005 | 0.2356 |
| 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 | 2.2400e-003 | 1.6500e-003 | 0.0176 | 4.0000e-005 | 4.6600e-003 | 3.0000e-005 | 4.6900e-003 | 1.2400e-003 | 2.0000e-005 | 1.2600e-003 | 0.0000 | 3.8243 | 3.8243 | 1.4000e-004 | 1.3000e-004 | 3.8670 |
| Total | 2.2500e-003 | 2.2400e-003 | 0.0177 | 4.0000e-005 | 4.7200e-003 | 4.0000e-005 | 4.7600e-003 | 1.2600e-003 | 3.0000e-005 | 1.2800e-003 | 0.0000 | 4.0493 | 4.0493 | 1.4000e-004 | 1.7000e-004 | 4.1025 |

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 | | | | | 0.3072 | 0.0000 | 0.3072 | 0.1499 | 0.0000 | 0.1499 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0151 | 0.0656 | 0.6782 | 1.2400e-003 | | 2.0200e-003 | 2.0200e-003 | | 2.0200e-003 | 2.0200e-003 | 0.0000 | 108.6779 | 108.6779 | 0.0352 | 0.0000 | 109.5566 |
| Total | 0.0151 | 0.0656 | 0.6782 | 1.2400e-003 | 0.3072 | 2.0200e-003 | 0.3092 | 0.1499 | 2.0200e-003 | 0.1519 | 0.0000 | 108.6779 | 108.6779 | 0.0352 | 0.0000 | 109.5566 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 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 | 1.0000e-005 | 5.9000e-004 | 1.1000e-004 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 7.0000e-005 | 2.0000e-005 | 1.0000e-005 | 2.0000e-005 | 0.0000 | 0.2250 | 0.2250 | 0.0000 | 4.0000e-005 | 0.2356 |
| 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 | 2.2400e-003 | 1.6500e-003 | 0.0176 | 4.0000e-005 | 4.6600e-003 | 3.0000e-005 | 4.6900e-003 | 1.2400e-003 | 2.0000e-005 | 1.2600e-003 | 0.0000 | 3.8243 | 3.8243 | 1.4000e-004 | 1.3000e-004 | 3.8670 |
| Total | 2.2500e-003 | 2.2400e-003 | 0.0177 | 4.0000e-005 | 4.7200e-003 | 4.0000e-005 | 4.7600e-003 | 1.2600e-003 | 3.0000e-005 | 1.2800e-003 | 0.0000 | 4.0493 | 4.0493 | 1.4000e-004 | 1.7000e-004 | 4.1025 |

3.2 Site Preparation - 2023

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 | | | | | 0.5923 | 0.0000 | 0.5923 | 0.2834 | 0.0000 | 0.2834 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0731 | 0.7569 | 0.5017 | 1.0500e-003 | | 0.0348 | 0.0348 | | 0.0320 | 0.0320 | 0.0000 | 91.9894 | 91.9894 | 0.0298 | 0.0000 | 92.7332 |
| Total | 0.0731 | 0.7569 | 0.5017 | 1.0500e-003 | 0.5923 | 0.0348 | 0.6271 | 0.2834 | 0.0320 | 0.3154 | 0.0000 | 91.9894 | 91.9894 | 0.0298 | 0.0000 | 92.7332 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

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 | 1.0000e-005 | 4.1000e-004 | 9.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1826 | 0.1826 | 0.0000 | 3.0000e-005 | 0.1911 |
| 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 | 1.7300e-003 | 1.2100e-003 | 0.0135 | 3.0000e-005 | 3.9400e-003 | 2.0000e-005 | 3.9600e-003 | 1.0500e-003 | 2.0000e-005 | 1.0700e-003 | 0.0000 | 3.1315 | 3.1315 | 1.1000e-004 | 1.0000e-004 | 3.1644 |
| Total | 1.7400e-003 | 1.6200e-003 | 0.0136 | 3.0000e-005 | 3.9900e-003 | 2.0000e-005 | 4.0200e-003 | 1.0700e-003 | 2.0000e-005 | 1.0900e-003 | 0.0000 | 3.3140 | 3.3140 | 1.1000e-004 | 1.3000e-004 | 3.3555 |

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 | | | | | 0.2665 | 0.0000 | 0.2665 | 0.1275 | 0.0000 | 0.1275 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0128 | 0.0555 | 0.5739 | 1.0500e-003 | | 1.7100e-003 | 1.7100e-003 | | 1.7100e-003 | 1.7100e-003 | 0.0000 | 91.9893 | 91.9893 | 0.0298 | 0.0000 | 92.7331 |
| Total | 0.0128 | 0.0555 | 0.5739 | 1.0500e-003 | 0.2665 | 1.7100e-003 | 0.2682 | 0.1275 | 1.7100e-003 | 0.1292 | 0.0000 | 91.9893 | 91.9893 | 0.0298 | 0.0000 | 92.7331 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

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 | 1.0000e-005 | 4.1000e-004 | 9.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1826 | 0.1826 | 0.0000 | 3.0000e-005 | 0.1911 |
| 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 | 1.7300e-003 | 1.2100e-003 | 0.0135 | 3.0000e-005 | 3.9400e-003 | 2.0000e-005 | 3.9600e-003 | 1.0500e-003 | 2.0000e-005 | 1.0700e-003 | 0.0000 | 3.1315 | 3.1315 | 1.1000e-004 | 1.0000e-004 | 3.1644 |
| Total | 1.7400e-003 | 1.6200e-003 | 0.0136 | 3.0000e-005 | 3.9900e-003 | 2.0000e-005 | 4.0200e-003 | 1.0700e-003 | 2.0000e-005 | 1.0900e-003 | 0.0000 | 3.3140 | 3.3140 | 1.1000e-004 | 1.3000e-004 | 3.3555 |

3.3 Building Construction - 2023

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 | 0.5365 | 4.9061 | 5.5438 | 9.1900e-003 | | 0.2387 | 0.2387 | | 0.2246 | 0.2246 | 0.0000 | 790.7493 | 790.7493 | 0.1881 | 0.0000 | 795.4514 |
| Total | 0.5365 | 4.9061 | 5.5438 | 9.1900e-003 | | 0.2387 | 0.2387 | | 0.2246 | 0.2246 | 0.0000 | 790.7493 | 790.7493 | 0.1881 | 0.0000 | 795.4514 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2023

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 | 1.0000e-005 | 5.6000e-004 | 1.2000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2499 | 0.2499 | 0.0000 | 4.0000e-005 | 0.2616 |
| Vendor | 0.0107 | 0.4275 | 0.1290 | 1.9200e-003 | 0.0627 | 2.7300e-003 | 0.0655 | 0.0181 | 2.6100e-003 | 0.0207 | 0.0000 | 184.4693 | 184.4693 | 8.5000e-004 | 0.0277 | 192.7583 |
| Worker | 0.1040 | 0.0730 | 0.8095 | 2.0500e-003 | 0.2371 | 1.2300e-003 | 0.2384 | 0.0630 | 1.1300e-003 | 0.0642 | 0.0000 | 188.3314 | 188.3314 | 6.4700e-003 | 6.1000e-003 | 190.3099 |
| Total | 0.1147 | 0.5011 | 0.9387 | 3.9700e-003 | 0.2999 | 3.9700e-003 | 0.3039 | 0.0812 | 3.7500e-003 | 0.0850 | 0.0000 | 373.0505 | 373.0505 | 7.3200e-003 | 0.0339 | 383.3299 |

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 | 0.1837 | 0.9046 | 6.0198 | 9.1900e-003 | | 0.0317 | 0.0317 | | 0.0317 | 0.0317 | 0.0000 | 790.7483 | 790.7483 | 0.1881 | 0.0000 | 795.4504 |
| Total | 0.1837 | 0.9046 | 6.0198 | 9.1900e-003 | | 0.0317 | 0.0317 | | 0.0317 | 0.0317 | 0.0000 | 790.7483 | 790.7483 | 0.1881 | 0.0000 | 795.4504 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2023

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 | 1.0000e-005 | 5.6000e-004 | 1.2000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2499 | 0.2499 | 0.0000 | 4.0000e-005 | 0.2616 |
| Vendor | 0.0107 | 0.4275 | 0.1290 | 1.9200e-003 | 0.0627 | 2.7300e-003 | 0.0655 | 0.0181 | 2.6100e-003 | 0.0207 | 0.0000 | 184.4693 | 184.4693 | 8.5000e-004 | 0.0277 | 192.7583 |
| Worker | 0.1040 | 0.0730 | 0.8095 | 2.0500e-003 | 0.2371 | 1.2300e-003 | 0.2384 | 0.0630 | 1.1300e-003 | 0.0642 | 0.0000 | 188.3314 | 188.3314 | 6.4700e-003 | 6.1000e-003 | 190.3099 |
| Total | 0.1147 | 0.5011 | 0.9387 | 3.9700e-003 | 0.2999 | 3.9700e-003 | 0.3039 | 0.0812 | 3.7500e-003 | 0.0850 | 0.0000 | 373.0505 | 373.0505 | 7.3200e-003 | 0.0339 | 383.3299 |

3.3 Building Construction - 2024

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 | 0.5058 | 4.6205 | 5.5599 | 9.2600e-003 | | 0.2108 | 0.2108 | | 0.1983 | 0.1983 | 0.0000 | 796.9847 | 796.9847 | 0.1884 | 0.0000 | 801.6957 |
| Total | 0.5058 | 4.6205 | 5.5599 | 9.2600e-003 | | 0.2108 | 0.2108 | | 0.1983 | 0.1983 | 0.0000 | 796.9847 | 796.9847 | 0.1884 | 0.0000 | 801.6957 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2024

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 | 1.0000e-005 | 5.6000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2472 | 0.2472 | 0.0000 | 4.0000e-005 | 0.2588 |
| Vendor | 0.0105 | 0.4307 | 0.1269 | 1.9100e-003 | 0.0632 | 2.7700e-003 | 0.0660 | 0.0183 | 2.6500e-003 | 0.0209 | 0.0000 | 183.0214 | 183.0214 | 8.2000e-004 | 0.0275 | 191.2356 |
| Worker | 0.0961 | 0.0645 | 0.7488 | 2.0000e-003 | 0.2390 | 1.1700e-003 | 0.2401 | 0.0635 | 1.0700e-003 | 0.0646 | 0.0000 | 183.2922 | 183.2922 | 5.8400e-003 | 5.6400e-003 | 185.1198 |
| Total | 0.1066 | 0.4958 | 0.8758 | 3.9100e-003 | 0.3023 | 3.9500e-003 | 0.3062 | 0.0818 | 3.7300e-003 | 0.0856 | 0.0000 | 366.5608 | 366.5608 | 6.6600e-003 | 0.0332 | 376.6142 |

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 | 0.1787 | 0.8978 | 6.0612 | 9.2600e-003 | | 0.0293 | 0.0293 | | 0.0293 | 0.0293 | 0.0000 | 796.9838 | 796.9838 | 0.1884 | 0.0000 | 801.6948 |
| Total | 0.1787 | 0.8978 | 6.0612 | 9.2600e-003 | | 0.0293 | 0.0293 | | 0.0293 | 0.0293 | 0.0000 | 796.9838 | 796.9838 | 0.1884 | 0.0000 | 801.6948 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2024

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 | 1.0000e-005 | 5.6000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2472 | 0.2472 | 0.0000 | 4.0000e-005 | 0.2588 |
| Vendor | 0.0105 | 0.4307 | 0.1269 | 1.9100e-003 | 0.0632 | 2.7700e-003 | 0.0660 | 0.0183 | 2.6500e-003 | 0.0209 | 0.0000 | 183.0214 | 183.0214 | 8.2000e-004 | 0.0275 | 191.2356 |
| Worker | 0.0961 | 0.0645 | 0.7488 | 2.0000e-003 | 0.2390 | 1.1700e-003 | 0.2401 | 0.0635 | 1.0700e-003 | 0.0646 | 0.0000 | 183.2922 | 183.2922 | 5.8400e-003 | 5.6400e-003 | 185.1198 |
| Total | 0.1066 | 0.4958 | 0.8758 | 3.9100e-003 | 0.3023 | 3.9500e-003 | 0.3062 | 0.0818 | 3.7300e-003 | 0.0856 | 0.0000 | 366.5608 | 366.5608 | 6.6600e-003 | 0.0332 | 376.6142 |

3.3 Building Construction - 2025

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 | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1841 | 794.1841 | 0.1867 | 0.0000 | 798.8507 |
| Total | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1841 | 794.1841 | 0.1867 | 0.0000 | 798.8507 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2025

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 | 1.0000e-005 | 5.5000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2409 | 0.2409 | 0.0000 | 4.0000e-005 | 0.2522 |
| Vendor | 0.0102 | 0.4273 | 0.1241 | 1.8700e-003 | 0.0630 | 2.7600e-003 | 0.0657 | 0.0182 | 2.6400e-003 | 0.0209 | 0.0000 | 179.1013 | 179.1013 | 8.0000e-004 | 0.0269 | 187.1275 |
| Worker | 0.0883 | 0.0569 | 0.6867 | 1.9200e-003 | 0.2380 | 1.1000e-003 | 0.2391 | 0.0633 | 1.0100e-003 | 0.0643 | 0.0000 | 176.3981 | 176.3981 | 5.2300e-003 | 5.2000e-003 | 178.0779 |
| Total | 0.0985 | 0.4847 | 0.8110 | 3.7900e-003 | 0.3011 | 3.8700e-003 | 0.3050 | 0.0815 | 3.6600e-003 | 0.0852 | 0.0000 | 355.7403 | 355.7403 | 6.0300e-003 | 0.0321 | 365.4576 |

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 | 0.1725 | 0.8812 | 6.0339 | 9.2300e-003 | | 0.0270 | 0.0270 | | 0.0270 | 0.0270 | 0.0000 | 794.1832 | 794.1832 | 0.1867 | 0.0000 | 798.8497 |
| Total | 0.1725 | 0.8812 | 6.0339 | 9.2300e-003 | | 0.0270 | 0.0270 | | 0.0270 | 0.0270 | 0.0000 | 794.1832 | 794.1832 | 0.1867 | 0.0000 | 798.8497 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2025

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 | 1.0000e-005 | 5.5000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2409 | 0.2409 | 0.0000 | 4.0000e-005 | 0.2522 |
| Vendor | 0.0102 | 0.4273 | 0.1241 | 1.8700e-003 | 0.0630 | 2.7600e-003 | 0.0657 | 0.0182 | 2.6400e-003 | 0.0209 | 0.0000 | 179.1013 | 179.1013 | 8.0000e-004 | 0.0269 | 187.1275 |
| Worker | 0.0883 | 0.0569 | 0.6867 | 1.9200e-003 | 0.2380 | 1.1000e-003 | 0.2391 | 0.0633 | 1.0100e-003 | 0.0643 | 0.0000 | 176.3981 | 176.3981 | 5.2300e-003 | 5.2000e-003 | 178.0779 |
| Total | 0.0985 | 0.4847 | 0.8110 | 3.7900e-003 | 0.3011 | 3.8700e-003 | 0.3050 | 0.0815 | 3.6600e-003 | 0.0852 | 0.0000 | 355.7403 | 355.7403 | 6.0300e-003 | 0.0321 | 365.4576 |

3.3 Building Construction - 2026

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 | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1841 | 794.1841 | 0.1867 | 0.0000 | 798.8507 |
| Total | 0.4682 | 4.2694 | 5.5106 | 9.2300e-003 | | 0.1806 | 0.1806 | | 0.1699 | 0.1699 | 0.0000 | 794.1841 | 794.1841 | 0.1867 | 0.0000 | 798.8507 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2026

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 | 1.0000e-005 | 5.5000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2355 | 0.2355 | 0.0000 | 4.0000e-005 | 0.2466 |
| Vendor | 9.9800e-003 | 0.4245 | 0.1221 | 1.8300e-003 | 0.0630 | 2.7400e-003 | 0.0657 | 0.0182 | 2.6300e-003 | 0.0208 | 0.0000 | 175.7996 | 175.7996 | 7.7000e-004 | 0.0263 | 183.6656 |
| Worker | 0.0818 | 0.0506 | 0.6397 | 1.8600e-003 | 0.2380 | 1.0400e-003 | 0.2391 | 0.0633 | 9.5000e-004 | 0.0642 | 0.0000 | 170.5185 | 170.5185 | 4.7100e-003 | 4.8400e-003 | 172.0781 |
| Total | 0.0918 | 0.4757 | 0.7620 | 3.6900e-003 | 0.3011 | 3.7900e-003 | 0.3049 | 0.0815 | 3.5900e-003 | 0.0851 | 0.0000 | 346.5536 | 346.5536 | 5.4800e-003 | 0.0312 | 355.9903 |

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 | 0.1725 | 0.8812 | 6.0339 | 9.2300e-003 | | 0.0270 | 0.0270 | | 0.0270 | 0.0270 | 0.0000 | 794.1832 | 794.1832 | 0.1867 | 0.0000 | 798.8497 |
| Total | 0.1725 | 0.8812 | 6.0339 | 9.2300e-003 | | 0.0270 | 0.0270 | | 0.0270 | 0.0270 | 0.0000 | 794.1832 | 794.1832 | 0.1867 | 0.0000 | 798.8497 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2026

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 | 1.0000e-005 | 5.5000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2355 | 0.2355 | 0.0000 | 4.0000e-005 | 0.2466 |
| Vendor | 9.9800e-003 | 0.4245 | 0.1221 | 1.8300e-003 | 0.0630 | 2.7400e-003 | 0.0657 | 0.0182 | 2.6300e-003 | 0.0208 | 0.0000 | 175.7996 | 175.7996 | 7.7000e-004 | 0.0263 | 183.6656 |
| Worker | 0.0818 | 0.0506 | 0.6397 | 1.8600e-003 | 0.2380 | 1.0400e-003 | 0.2391 | 0.0633 | 9.5000e-004 | 0.0642 | 0.0000 | 170.5185 | 170.5185 | 4.7100e-003 | 4.8400e-003 | 172.0781 |
| Total | 0.0918 | 0.4757 | 0.7620 | 3.6900e-003 | 0.3011 | 3.7900e-003 | 0.3049 | 0.0815 | 3.5900e-003 | 0.0851 | 0.0000 | 346.5536 | 346.5536 | 5.4800e-003 | 0.0312 | 355.9903 |

3.3 Building Construction - 2027

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 | 0.2511 | 2.2901 | 2.9559 | 4.9500e-003 | | 0.0969 | 0.0969 | | 0.0911 | 0.0911 | 0.0000 | 425.9991 | 425.9991 | 0.1001 | 0.0000 | 428.5023 |
| Total | 0.2511 | 2.2901 | 2.9559 | 4.9500e-003 | | 0.0969 | 0.0969 | | 0.0911 | 0.0911 | 0.0000 | 425.9991 | 425.9991 | 0.1001 | 0.0000 | 428.5023 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | 2.9000e-004 | 6.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1232 | 0.1232 | 0.0000 | 2.0000e-005 | 0.1290 |
| Vendor | 5.2500e-003 | 0.2259 | 0.0646 | 9.6000e-004 | 0.0338 | 1.4600e-003 | 0.0353 | 9.7700e-003 | 1.4000e-003 | 0.0112 | 0.0000 | 92.3972 | 92.3972 | 4.0000e-004 | 0.0138 | 96.5259 |
| Worker | 0.0408 | 0.0244 | 0.3204 | 9.7000e-004 | 0.1277 | 5.2000e-004 | 0.1282 | 0.0340 | 4.8000e-004 | 0.0344 | 0.0000 | 88.7442 | 88.7442 | 2.2900e-003 | 2.4400e-003 | 89.5279 |
| Total | 0.0460 | 0.2507 | 0.3851 | 1.9300e-003 | 0.1615 | 1.9800e-003 | 0.1635 | 0.0437 | 1.8800e-003 | 0.0456 | 0.0000 | 181.2647 | 181.2647 | 2.6900e-003 | 0.0163 | 186.1828 |

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 | 0.0926 | 0.4727 | 3.2366 | 4.9500e-003 | | 0.0145 | 0.0145 | | 0.0145 | 0.0145 | 0.0000 | 425.9986 | 425.9986 | 0.1001 | 0.0000 | 428.5018 |
| Total | 0.0926 | 0.4727 | 3.2366 | 4.9500e-003 | | 0.0145 | 0.0145 | | 0.0145 | 0.0145 | 0.0000 | 425.9986 | 425.9986 | 0.1001 | 0.0000 | 428.5018 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | 2.9000e-004 | 6.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1232 | 0.1232 | 0.0000 | 2.0000e-005 | 0.1290 |
| Vendor | 5.2500e-003 | 0.2259 | 0.0646 | 9.6000e-004 | 0.0338 | 1.4600e-003 | 0.0353 | 9.7700e-003 | 1.4000e-003 | 0.0112 | 0.0000 | 92.3972 | 92.3972 | 4.0000e-004 | 0.0138 | 96.5259 |
| Worker | 0.0408 | 0.0244 | 0.3204 | 9.7000e-004 | 0.1277 | 5.2000e-004 | 0.1282 | 0.0340 | 4.8000e-004 | 0.0344 | 0.0000 | 88.7442 | 88.7442 | 2.2900e-003 | 2.4400e-003 | 89.5279 |
| Total | 0.0460 | 0.2507 | 0.3851 | 1.9300e-003 | 0.1615 | 1.9800e-003 | 0.1635 | 0.0437 | 1.8800e-003 | 0.0456 | 0.0000 | 181.2647 | 181.2647 | 2.6900e-003 | 0.0163 | 186.1828 |

3.4 Paving - 2023

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 | 0.1136 | 1.1211 | 1.6043 | 2.5100e-003 | | 0.0561 | 0.0561 | | 0.0516 | 0.0516 | 0.0000 | 220.2955 | 220.2955 | 0.0713 | 0.0000 | 222.0767 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.1136 | 1.1211 | 1.6043 | 2.5100e-003 | | 0.0561 | 0.0561 | | 0.0516 | 0.0516 | 0.0000 | 220.2955 | 220.2955 | 0.0713 | 0.0000 | 222.0767 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2023

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 | 1.0000e-005 | 7.6000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3414 | 0.3414 | 0.0000 | 5.0000e-005 | 0.3574 |
| Vendor | 5.0000e-004 | 0.0198 | 5.9800e-003 | 9.0000e-005 | 2.9100e-003 | 1.3000e-004 | 3.0400e-003 | 8.4000e-004 | 1.2000e-004 | 9.6000e-004 | 0.0000 | 8.5528 | 8.5528 | 4.0000e-005 | 1.2900e-003 | 8.9372 |
| Worker | 5.7600e-003 | 4.0500e-003 | 0.0449 | 1.1000e-004 | 0.0131 | 7.0000e-005 | 0.0132 | 3.4900e-003 | 6.0000e-005 | 3.5600e-003 | 0.0000 | 10.4383 | 10.4383 | 3.6000e-004 | 3.4000e-004 | 10.5479 |
| Total | 6.2700e-003 | 0.0246 | 0.0510 | 2.0000e-004 | 0.0162 | 2.1000e-004 | 0.0164 | 4.3600e-003 | 1.9000e-004 | 4.5600e-003 | 0.0000 | 19.3325 | 19.3325 | 4.0000e-004 | 1.6800e-003 | 19.8425 |

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 | 0.0309 | 0.1337 | 1.9025 | 2.5100e-003 | | 4.1100e-003 | 4.1100e-003 | | 4.1100e-003 | 4.1100e-003 | 0.0000 | 220.2953 | 220.2953 | 0.0713 | 0.0000 | 222.0765 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0309 | 0.1337 | 1.9025 | 2.5100e-003 | | 4.1100e-003 | 4.1100e-003 | | 4.1100e-003 | 4.1100e-003 | 0.0000 | 220.2953 | 220.2953 | 0.0713 | 0.0000 | 222.0765 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2023

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 | 1.0000e-005 | 7.6000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3414 | 0.3414 | 0.0000 | 5.0000e-005 | 0.3574 |
| Vendor | 5.0000e-004 | 0.0198 | 5.9800e-003 | 9.0000e-005 | 2.9100e-003 | 1.3000e-004 | 3.0400e-003 | 8.4000e-004 | 1.2000e-004 | 9.6000e-004 | 0.0000 | 8.5528 | 8.5528 | 4.0000e-005 | 1.2900e-003 | 8.9372 |
| Worker | 5.7600e-003 | 4.0500e-003 | 0.0449 | 1.1000e-004 | 0.0131 | 7.0000e-005 | 0.0132 | 3.4900e-003 | 6.0000e-005 | 3.5600e-003 | 0.0000 | 10.4383 | 10.4383 | 3.6000e-004 | 3.4000e-004 | 10.5479 |
| Total | 6.2700e-003 | 0.0246 | 0.0510 | 2.0000e-004 | 0.0162 | 2.1000e-004 | 0.0164 | 4.3600e-003 | 1.9000e-004 | 4.5600e-003 | 0.0000 | 19.3325 | 19.3325 | 4.0000e-004 | 1.6800e-003 | 19.8425 |

3.5 Grading - 2023

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 | | | | | 1.1104 | 0.0000 | 1.1104 | 0.3926 | 0.0000 | 0.3926 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.3405 | 3.5379 | 2.8752 | 6.3600e-003 | | 0.1460 | 0.1460 | | 0.1343 | 0.1343 | 0.0000 | 558.9859 | 558.9859 | 0.1808 | 0.0000 | 563.5056 |
| Total | 0.3405 | 3.5379 | 2.8752 | 6.3600e-003 | 1.1104 | 0.1460 | 1.2564 | 0.3926 | 0.1343 | 0.5269 | 0.0000 | 558.9859 | 558.9859 | 0.1808 | 0.0000 | 563.5056 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2023

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 | 1.0000e-005 | 6.7000e-004 | 1.4000e-004 | 0.0000 | 9.0000e-005 | 1.0000e-005 | 1.0000e-004 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3010 | 0.3010 | 0.0000 | 5.0000e-005 | 0.3152 |
| 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 | 7.1600e-003 | 5.0300e-003 | 0.0557 | 1.4000e-004 | 0.0163 | 8.0000e-005 | 0.0164 | 4.3400e-003 | 8.0000e-005 | 4.4200e-003 | 0.0000 | 12.9687 | 12.9687 | 4.5000e-004 | 4.2000e-004 | 13.1050 |
| Total | 7.1700e-003 | 5.7000e-003 | 0.0559 | 1.4000e-004 | 0.0164 | 9.0000e-005 | 0.0165 | 4.3600e-003 | 9.0000e-005 | 4.4500e-003 | 0.0000 | 13.2698 | 13.2698 | 4.5000e-004 | 4.7000e-004 | 13.4201 |

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 | | | | | 0.4997 | 0.0000 | 0.4997 | 0.1767 | 0.0000 | 0.1767 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0781 | 0.3383 | 3.3824 | 6.3600e-003 | | 0.0104 | 0.0104 | | 0.0104 | 0.0104 | 0.0000 | 558.9852 | 558.9852 | 0.1808 | 0.0000 | 563.5049 |
| Total | 0.0781 | 0.3383 | 3.3824 | 6.3600e-003 | 0.4997 | 0.0104 | 0.5101 | 0.1767 | 0.0104 | 0.1871 | 0.0000 | 558.9852 | 558.9852 | 0.1808 | 0.0000 | 563.5049 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2023

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 | 1.0000e-005 | 6.7000e-004 | 1.4000e-004 | 0.0000 | 9.0000e-005 | 1.0000e-005 | 1.0000e-004 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3010 | 0.3010 | 0.0000 | 5.0000e-005 | 0.3152 |
| 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 | 7.1600e-003 | 5.0300e-003 | 0.0557 | 1.4000e-004 | 0.0163 | 8.0000e-005 | 0.0164 | 4.3400e-003 | 8.0000e-005 | 4.4200e-003 | 0.0000 | 12.9687 | 12.9687 | 4.5000e-004 | 4.2000e-004 | 13.1050 |
| Total | 7.1700e-003 | 5.7000e-003 | 0.0559 | 1.4000e-004 | 0.0164 | 9.0000e-005 | 0.0165 | 4.3600e-003 | 9.0000e-005 | 4.4500e-003 | 0.0000 | 13.2698 | 13.2698 | 4.5000e-004 | 4.7000e-004 | 13.4201 |

3.5 Grading - 2024

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 | | | | | 0.8093 | 0.0000 | 0.8093 | 0.2270 | 0.0000 | 0.2270 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1690 | 1.6998 | 1.4555 | 3.2600e-003 | | 0.0701 | 0.0701 | | 0.0645 | 0.0645 | 0.0000 | 286.2275 | 286.2275 | 0.0926 | 0.0000 | 288.5418 |
| Total | 0.1690 | 1.6998 | 1.4555 | 3.2600e-003 | 0.8093 | 0.0701 | 0.8794 | 0.2270 | 0.0645 | 0.2915 | 0.0000 | 286.2275 | 286.2275 | 0.0926 | 0.0000 | 288.5418 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2024

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 | 1.0000e-005 | 3.4000e-004 | 7.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1513 | 0.1513 | 0.0000 | 2.0000e-005 | 0.1584 |
| 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 | 3.3600e-003 | 2.2600e-003 | 0.0262 | 7.0000e-005 | 8.3600e-003 | 4.0000e-005 | 8.4000e-003 | 2.2200e-003 | 4.0000e-005 | 2.2600e-003 | 0.0000 | 6.4154 | 6.4154 | 2.0000e-004 | 2.0000e-004 | 6.4794 |
| Total | 3.3700e-003 | 2.6000e-003 | 0.0263 | 7.0000e-005 | 8.4100e-003 | 4.0000e-005 | 8.4500e-003 | 2.2300e-003 | 4.0000e-005 | 2.2800e-003 | 0.0000 | 6.5668 | 6.5668 | 2.0000e-004 | 2.2000e-004 | 6.6379 |

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 | | | | | 0.3642 | 0.0000 | 0.3642 | 0.1022 | 0.0000 | 0.1022 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0400 | 0.1733 | 1.7325 | 3.2600e-003 | | 5.3300e-003 | 5.3300e-003 | | 5.3300e-003 | 5.3300e-003 | 0.0000 | 286.2272 | 286.2272 | 0.0926 | 0.0000 | 288.5415 |
| Total | 0.0400 | 0.1733 | 1.7325 | 3.2600e-003 | 0.3642 | 5.3300e-003 | 0.3695 | 0.1022 | 5.3300e-003 | 0.1075 | 0.0000 | 286.2272 | 286.2272 | 0.0926 | 0.0000 | 288.5415 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2024

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 | 1.0000e-005 | 3.4000e-004 | 7.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1513 | 0.1513 | 0.0000 | 2.0000e-005 | 0.1584 |
| 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 | 3.3600e-003 | 2.2600e-003 | 0.0262 | 7.0000e-005 | 8.3600e-003 | 4.0000e-005 | 8.4000e-003 | 2.2200e-003 | 4.0000e-005 | 2.2600e-003 | 0.0000 | 6.4154 | 6.4154 | 2.0000e-004 | 2.0000e-004 | 6.4794 |
| Total | 3.3700e-003 | 2.6000e-003 | 0.0263 | 7.0000e-005 | 8.4100e-003 | 4.0000e-005 | 8.4500e-003 | 2.2300e-003 | 4.0000e-005 | 2.2800e-003 | 0.0000 | 6.5668 | 6.5668 | 2.0000e-004 | 2.2000e-004 | 6.6379 |

3.6 Architectural Coating - 2027

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 | 2.4173 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0160 | 0.1071 | 0.1692 | 2.8000e-004 | | 4.8200e-003 | 4.8200e-003 | | 4.8200e-003 | 4.8200e-003 | 0.0000 | 23.8729 | 23.8729 | 1.3000e-003 | 0.0000 | 23.9055 |
| Total | 2.4333 | 0.1071 | 0.1692 | 2.8000e-004 | | 4.8200e-003 | 4.8200e-003 | | 4.8200e-003 | 4.8200e-003 | 0.0000 | 23.8729 | 23.8729 | 1.3000e-003 | 0.0000 | 23.9055 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.0000e-004 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0443 | 0.0443 | 0.0000 | 1.0000e-005 | 0.0464 |
| 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 | 0.0109 | 6.5500e-003 | 0.0860 | 2.6000e-004 | 0.0343 | 1.4000e-004 | 0.0344 | 9.1100e-003 | 1.3000e-004 | 9.2400e-003 | 0.0000 | 23.8109 | 23.8109 | 6.2000e-004 | 6.5000e-004 | 24.0212 |
| Total | 0.0109 | 6.6500e-003 | 0.0860 | 2.6000e-004 | 0.0343 | 1.4000e-004 | 0.0344 | 9.1100e-003 | 1.3000e-004 | 9.2400e-003 | 0.0000 | 23.8552 | 23.8552 | 6.2000e-004 | 6.6000e-004 | 24.0675 |

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 | 2.4173 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.7800e-003 | 0.0120 | 0.1713 | 2.8000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 23.8729 | 23.8729 | 1.3000e-003 | 0.0000 | 23.9055 |
| Total | 2.4201 | 0.0120 | 0.1713 | 2.8000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 23.8729 | 23.8729 | 1.3000e-003 | 0.0000 | 23.9055 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.0000e-004 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0443 | 0.0443 | 0.0000 | 1.0000e-005 | 0.0464 |
| 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 | 0.0109 | 6.5500e-003 | 0.0860 | 2.6000e-004 | 0.0343 | 1.4000e-004 | 0.0344 | 9.1100e-003 | 1.3000e-004 | 9.2400e-003 | 0.0000 | 23.8109 | 23.8109 | 6.2000e-004 | 6.5000e-004 | 24.0212 |
| Total | 0.0109 | 6.6500e-003 | 0.0860 | 2.6000e-004 | 0.0343 | 1.4000e-004 | 0.0344 | 9.1100e-003 | 1.3000e-004 | 9.2400e-003 | 0.0000 | 23.8552 | 23.8552 | 6.2000e-004 | 6.6000e-004 | 24.0675 |

3.6 Architectural Coating - 2028

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 | 0.4266 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.8200e-003 | 0.0189 | 0.0299 | 5.0000e-005 | | 8.5000e-004 | 8.5000e-004 | | 8.5000e-004 | 8.5000e-004 | 0.0000 | 4.2129 | 4.2129 | 2.3000e-004 | 0.0000 | 4.2186 |
| Total | 0.4294 | 0.0189 | 0.0299 | 5.0000e-005 | | 8.5000e-004 | 8.5000e-004 | | 8.5000e-004 | 8.5000e-004 | 0.0000 | 4.2129 | 4.2129 | 2.3000e-004 | 0.0000 | 4.2186 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

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 | 2.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 7.6300e-003 | 7.6300e-003 | 0.0000 | 0.0000 | 7.9800e-003 |
| 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 | 1.8000e-003 | 1.0500e-003 | 0.0143 | 4.0000e-005 | 6.0500e-003 | 2.0000e-005 | 6.0700e-003 | 1.6100e-003 | 2.0000e-005 | 1.6300e-003 | 0.0000 | 4.0862 | 4.0862 | 1.0000e-004 | 1.1000e-004 | 4.1212 |
| Total | 1.8000e-003 | 1.0700e-003 | 0.0143 | 4.0000e-005 | 6.0500e-003 | 2.0000e-005 | 6.0700e-003 | 1.6100e-003 | 2.0000e-005 | 1.6300e-003 | 0.0000 | 4.0938 | 4.0938 | 1.0000e-004 | 1.1000e-004 | 4.1292 |

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 | 0.4266 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 4.9000e-004 | 2.1200e-003 | 0.0302 | 5.0000e-005 | | 7.0000e-005 | 7.0000e-005 | | 7.0000e-005 | 7.0000e-005 | 0.0000 | 4.2129 | 4.2129 | 2.3000e-004 | 0.0000 | 4.2186 |
| Total | 0.4271 | 2.1200e-003 | 0.0302 | 5.0000e-005 | | 7.0000e-005 | 7.0000e-005 | | 7.0000e-005 | 7.0000e-005 | 0.0000 | 4.2129 | 4.2129 | 2.3000e-004 | 0.0000 | 4.2186 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

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 | 2.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 7.6300e-003 | 7.6300e-003 | 0.0000 | 0.0000 | 7.9800e-003 |
| 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 | 1.8000e-003 | 1.0500e-003 | 0.0143 | 4.0000e-005 | 6.0500e-003 | 2.0000e-005 | 6.0700e-003 | 1.6100e-003 | 2.0000e-005 | 1.6300e-003 | 0.0000 | 4.0862 | 4.0862 | 1.0000e-004 | 1.1000e-004 | 4.1212 |
| Total | 1.8000e-003 | 1.0700e-003 | 0.0143 | 4.0000e-005 | 6.0500e-003 | 2.0000e-005 | 6.0700e-003 | 1.6100e-003 | 2.0000e-005 | 1.6300e-003 | 0.0000 | 4.0938 | 4.0938 | 1.0000e-004 | 1.1000e-004 | 4.1292 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Single Family Housing | 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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Single Family Housing | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |

5.0 Energy Detail

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 711.0084 | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 711.0084 | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |
| Natural Gas Mitigated | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| Natural Gas Unmitigated | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| City Park | 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 |
| Single Family Housing | 1.20003e+007 | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| Total | | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |

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 | | | | | |
| City Park | 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 |
| Single Family Housing | 1.20003e+007 | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| Total | | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 4.00917e+006 | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |
| Total | | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 4.00917e+006 | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |
| Total | | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |

6.0 Area Detail

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | 3.1059 | 0.2318 | 3.7996 | 1.4000e-003 | | 0.0359 | 0.0359 | | 0.0359 | 0.0359 | 0.0000 | 224.8397 | 224.8397 | 9.9700e-003 | 4.0100e-003 | 226.2842 |
| Unmitigated | 3.1075 | 0.2321 | 3.8265 | 1.4000e-003 | | 0.0361 | 0.0361 | | 0.0361 | 0.0361 | 0.0000 | 224.8948 | 224.8948 | 0.0101 | 4.0100e-003 | 226.3415 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.2844 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 2.6885 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0221 | 0.1889 | 0.0804 | 1.2100e-003 | | 0.0153 | 0.0153 | | 0.0153 | 0.0153 | 0.0000 | 218.7697 | 218.7697 | 4.1900e-003 | 4.0100e-003 | 220.0698 |
| Landscaping | 0.1125 | 0.0432 | 3.7462 | 2.0000e-004 | | 0.0208 | 0.0208 | | 0.0208 | 0.0208 | 0.0000 | 6.1251 | 6.1251 | 5.8700e-003 | 0.0000 | 6.2717 |
| Total | 3.1075 | 0.2321 | 3.8265 | 1.4100e-003 | | 0.0361 | 0.0361 | | 0.0361 | 0.0361 | 0.0000 | 224.8948 | 224.8948 | 0.0101 | 4.0100e-003 | 226.3415 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.2844 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 2.6885 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0221 | 0.1889 | 0.0804 | 1.2100e-003 | | 0.0153 | 0.0153 | | 0.0153 | 0.0153 | 0.0000 | 218.7697 | 218.7697 | 4.1900e-003 | 4.0100e-003 | 220.0698 |
| Landscaping | 0.1109 | 0.0429 | 3.7192 | 2.0000e-004 | | 0.0206 | 0.0206 | | 0.0206 | 0.0206 | 0.0000 | 6.0699 | 6.0699 | 5.7800e-003 | 0.0000 | 6.2145 |
| Total | 3.1059 | 0.2318 | 3.7996 | 1.4100e-003 | | 0.0359 | 0.0359 | | 0.0359 | 0.0359 | 0.0000 | 224.8397 | 224.8397 | 9.9700e-003 | 4.0100e-003 | 226.2842 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|---------|
| Category | MT/yr | | | |
| Mitigated | 45.4487 | 0.8608 | 0.0206 | 73.1181 |
| Unmitigated | 56.8109 | 1.0761 | 0.0258 | 91.3976 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 3.09785 | 1.9229 | 1.6000e-004 | 2.0000e-005 | 1.9328 |
| Single Family Housing | 32.9028 / 20.7431 | 54.8880 | 1.0759 | 0.0258 | 89.4648 |
| Total | | 56.8109 | 1.0761 | 0.0258 | 91.3976 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 2.47828 | 1.5383 | 1.3000e-004 | 2.0000e-005 | 1.5462 |
| Single Family Housing | 26.3222 / 16.5944 | 43.9104 | 0.8607 | 0.0206 | 71.5718 |
| Total | | 45.4487 | 0.8608 | 0.0206 | 73.1181 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| | MT/yr | | | |
| Mitigated | 105.5675 | 6.2389 | 0.0000 | 261.5390 |
| Unmitigated | 105.5675 | 6.2389 | 0.0000 | 261.5390 |

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.22 | 0.0447 | 2.6400e-003 | 0.0000 | 0.1106 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 105.5675 | 6.2389 | 0.0000 | 261.5390 |

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.22 | 0.0447 | 2.6400e-003 | 0.0000 | 0.1106 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 105.5675 | 6.2389 | 0.0000 | 261.5390 |

9.0 Operational Offroad

Phase 1 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Phase 1 Commercial - Tier 4 Mitigated Construction
Tulare County, Annual**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|--------|----------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 4.80 | Acre | 4.80 | 209,088.00 | 0 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469.20 | 0 |
| Discount Club | 160.52 | 1000sqft | 3.69 | 160,523.00 | 0 |
| Regional Shopping Center | 27.90 | 1000sqft | 0.64 | 27,900.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2025 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - APN 077-100-088, Phase 1 commercial development/mixed use

Land Use - Phase 1 Commercial
Commercial Neighborhood/Shopping Center/Mixed Use
Square footage updated based on assumptions used in the project-specific trip generation table prepared for the Traffic Impact Analysis.

Construction Phase - Default construction schedule
No demolition
Assumed to start immediately following completion of Phase 1, Tier 1 Multifamily Residential construction

Off-road Equipment -
Off-road Equipment -
Off-road Equipment -
Off-road Equipment -

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Off-road Equipment -

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment). Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only - zeroed out operational trips

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017. (not relevant for construction only run)

Area Coating - Rule 4601 Architectural Coatings (not relevant for construction only run)

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII
Mitigation: Tier 4 mitigation applied to construction equipment >75 HP (Tier 4 Interim applied)

Area Mitigation - Rule 4601 Architectural Coatings and building code standards (outside outlets)
(not relevant for construction only run)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance
(not relevant for construction only run)

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)
(not relevant for construction only run)

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|---------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |

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| | | | |
|-------------------------|----------------------------|------------|----------------|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblLandUse | LandUseSquareFeet | 160,520.00 | 160,523.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 53.75 | 0.00 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------|-------|------|
| tblVehicleTrips | ST_TR | 46.12 | 0.00 |
| tblVehicleTrips | SU_TR | 33.67 | 0.00 |
| tblVehicleTrips | SU_TR | 21.10 | 0.00 |
| tblVehicleTrips | WD_TR | 41.80 | 0.00 |
| tblVehicleTrips | WD_TR | 37.75 | 0.00 |

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2024 | 0.0163 | 0.1638 | 0.1128 | 2.4000e-004 | 0.1252 | 7.3900e-003 | 0.1326 | 0.0616 | 6.7900e-003 | 0.0683 | 0.0000 | 20.9687 | 20.9687 | 6.5100e-003 | 6.0000e-005 | 21.1486 |
| 2025 | 0.3667 | 2.7987 | 3.5916 | 0.0113 | 0.8111 | 0.0815 | 0.8927 | 0.2716 | 0.0764 | 0.3480 | 0.0000 | 1,031.8625 | 1,031.8625 | 0.0924 | 0.0695 | 1,054.8721 |
| 2026 | 0.3845 | 2.7341 | 3.6442 | 0.0117 | 0.6270 | 0.0762 | 0.7032 | 0.1704 | 0.0716 | 0.2420 | 0.0000 | 1,074.6295 | 1,074.6295 | 0.0839 | 0.0755 | 1,099.2271 |
| 2027 | 0.6739 | 0.0493 | 0.1118 | 2.3000e-004 | 0.0146 | 2.2200e-003 | 0.0168 | 3.8700e-003 | 2.1200e-003 | 5.9900e-003 | 0.0000 | 20.8309 | 20.8309 | 2.4500e-003 | 3.2000e-004 | 20.9888 |
| Maximum | 0.6739 | 2.7987 | 3.6442 | 0.0117 | 0.8111 | 0.0815 | 0.8927 | 0.2716 | 0.0764 | 0.3480 | 0.0000 | 1,074.6295 | 1,074.6295 | 0.0924 | 0.0755 | 1,099.2271 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|---------------|------------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2024 | 4.5400e-003 | 0.0737 | 0.1406 | 2.4000e-004 | 0.0569 | 3.8000e-004 | 0.0573 | 0.0278 | 3.8000e-004 | 0.0282 | 0.0000 | 20.9687 | 20.9687 | 6.5100e-003 | 6.0000e-005 | 21.1486 |
| 2025 | 0.2676 | 2.4624 | 3.9263 | 0.0113 | 0.6750 | 0.0178 | 0.6928 | 0.2064 | 0.0173 | 0.2238 | 0.0000 | 1,031.862 1 | 1,031.862 1 | 0.0924 | 0.0695 | 1,054.871 7 |
| 2026 | 0.2998 | 2.5376 | 3.9091 | 0.0117 | 0.6270 | 0.0186 | 0.6456 | 0.1704 | 0.0181 | 0.1885 | 0.0000 | 1,074.629 2 | 1,074.629 2 | 0.0839 | 0.0755 | 1,099.226 8 |
| 2027 | 0.6701 | 0.0522 | 0.1204 | 2.3000e-004 | 0.0146 | 2.5000e-004 | 0.0148 | 3.8700e-003 | 2.4000e-004 | 4.1100e-003 | 0.0000 | 20.8309 | 20.8309 | 2.4500e-003 | 3.2000e-004 | 20.9888 |
| Maximum | 0.6701 | 2.5376 | 3.9263 | 0.0117 | 0.6750 | 0.0186 | 0.6928 | 0.2064 | 0.0181 | 0.2238 | 0.0000 | 1,074.629 2 | 1,074.629 2 | 0.0924 | 0.0755 | 1,099.226 8 |

| | 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 | 13.83 | 10.79 | -8.52 | 0.00 | 12.96 | 77.90 | 19.19 | 19.49 | 77.00 | 33.07 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 12-14-2024 | 3-13-2025 | 0.6662 | 0.3935 |
| 2 | 3-14-2025 | 6-13-2025 | 0.8381 | 0.7539 |
| 3 | 6-14-2025 | 9-13-2025 | 0.8377 | 0.7545 |
| 4 | 9-14-2025 | 12-13-2025 | 0.8435 | 0.7611 |
| 5 | 12-14-2025 | 3-13-2026 | 0.8301 | 0.7486 |
| 6 | 3-14-2026 | 6-13-2026 | 0.8318 | 0.7485 |
| 7 | 6-14-2026 | 9-13-2026 | 0.8282 | 0.7449 |
| 8 | 9-14-2026 | 12-13-2026 | 0.7178 | 0.6634 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|---|------------|-----------|--------|--------|
| 9 | 12-14-2026 | 3-13-2027 | 0.7967 | 0.8013 |
| | | Highest | 0.8435 | 0.8013 |

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 | 0.6917 | 2.0000e-005 | 1.9500e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.8000e-003 | 3.8000e-003 | 1.0000e-005 | 0.0000 | 4.0500e-003 |
| Energy | 5.7400e-003 | 0.0522 | 0.0438 | 3.1000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 438.5374 | 438.5374 | 0.0333 | 4.9500e-003 | 440.8442 |
| 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 | 146.0804 | 0.0000 | 146.0804 | 8.6331 | 0.0000 | 361.9081 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4.4278 | 18.7028 | 23.1306 | 0.4564 | 0.0109 | 37.7966 |
| Total | 0.6974 | 0.0522 | 0.0458 | 3.1000e-004 | 0.0000 | 3.9800e-003 | 3.9800e-003 | 0.0000 | 3.9800e-003 | 3.9800e-003 | 150.5083 | 457.2439 | 607.7522 | 9.1228 | 0.0159 | 840.5530 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.6917 | 2.0000e-005 | 1.9300e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.7500e-003 | 3.7500e-003 | 1.0000e-005 | 0.0000 | 3.9900e-003 |
| Energy | 5.7400e-003 | 0.0522 | 0.0438 | 3.1000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 438.5374 | 438.5374 | 0.0333 | 4.9500e-003 | 440.8442 |
| 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 | 102.2563 | 0.0000 | 102.2563 | 6.0432 | 0.0000 | 253.3356 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.5423 | 14.9622 | 18.5045 | 0.3651 | 8.7400e-003 | 30.2373 |
| Total | 0.6974 | 0.0522 | 0.0458 | 3.1000e-004 | 0.0000 | 3.9800e-003 | 3.9800e-003 | 0.0000 | 3.9800e-003 | 3.9800e-003 | 105.7986 | 453.5033 | 559.3019 | 6.4416 | 0.0137 | 724.4212 |

| | 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 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 29.71 | 0.82 | 7.97 | 29.39 | 13.79 | 13.82 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 12/14/2024 | 1/10/2025 | 5 | 20 | |
| 2 | Grading | Grading | 1/11/2025 | 3/14/2025 | 5 | 45 | |
| 3 | Building Construction | Building Construction | 3/15/2025 | 11/20/2026 | 5 | 440 | |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | |
|---|-----------------------|-----------------------|------------|-----------|---|----|
| 4 | Paving | Paving | 11/21/2026 | 1/8/2027 | 5 | 35 |
| 5 | Architectural Coating | Architectural Coating | 1/9/2027 | 2/26/2027 | 5 | 35 |

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 45

Acres of Paving: 24.37

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 282,635; Non-Residential Outdoor: 94,212; Striped Parking Area: 63,693 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 506.00 | 205.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 101.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2024

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 | | | | | 0.1243 | 0.0000 | 0.1243 | 0.0613 | 0.0000 | 0.0613 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0160 | 0.1631 | 0.1100 | 2.3000e-004 | 7.3800e-003 | 7.3800e-003 | | 6.7900e-003 | 6.7900e-003 | | 0.0000 | 20.0742 | 20.0742 | 6.4900e-003 | 0.0000 | 20.2366 |
| Total | 0.0160 | 0.1631 | 0.1100 | 2.3000e-004 | 0.1243 | 7.3800e-003 | 0.1317 | 0.0613 | 6.7900e-003 | 0.0681 | 0.0000 | 20.0742 | 20.0742 | 6.4900e-003 | 0.0000 | 20.2366 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | 1.0000e-005 | 5.3000e-004 | 1.1000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2346 | 0.2346 | 0.0000 | 4.0000e-005 | 0.2456 |
| 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 | 3.5000e-004 | 2.3000e-004 | 2.7000e-003 | 1.0000e-005 | 8.6000e-004 | 0.0000 | 8.6000e-004 | 2.3000e-004 | 0.0000 | 2.3000e-004 | 0.0000 | 0.6599 | 0.6599 | 2.0000e-005 | 2.0000e-005 | 0.6665 |
| Total | 3.6000e-004 | 7.6000e-004 | 2.8100e-003 | 1.0000e-005 | 9.3000e-004 | 1.0000e-005 | 9.4000e-004 | 2.5000e-004 | 0.0000 | 2.5000e-004 | 0.0000 | 0.8944 | 0.8944 | 2.0000e-005 | 6.0000e-005 | 0.9120 |

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 | | | | | 0.0559 | 0.0000 | 0.0559 | 0.0276 | 0.0000 | 0.0276 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 4.1800e-003 | 0.0730 | 0.1378 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0742 | 20.0742 | 6.4900e-003 | 0.0000 | 20.2365 |
| Total | 4.1800e-003 | 0.0730 | 0.1378 | 2.3000e-004 | 0.0559 | 3.7000e-004 | 0.0563 | 0.0276 | 3.7000e-004 | 0.0280 | 0.0000 | 20.0742 | 20.0742 | 6.4900e-003 | 0.0000 | 20.2365 |

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3.2 Site Preparation - 2024

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 | 1.0000e-005 | 5.3000e-004 | 1.1000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2346 | 0.2346 | 0.0000 | 4.0000e-005 | 0.2456 |
| 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 | 3.5000e-004 | 2.3000e-004 | 2.7000e-003 | 1.0000e-005 | 8.6000e-004 | 0.0000 | 8.6000e-004 | 2.3000e-004 | 0.0000 | 2.3000e-004 | 0.0000 | 0.6599 | 0.6599 | 2.0000e-005 | 2.0000e-005 | 0.6665 |
| Total | 3.6000e-004 | 7.6000e-004 | 2.8100e-003 | 1.0000e-005 | 9.3000e-004 | 1.0000e-005 | 9.4000e-004 | 2.5000e-004 | 0.0000 | 2.5000e-004 | 0.0000 | 0.8944 | 0.8944 | 2.0000e-005 | 6.0000e-005 | 0.9120 |

3.2 Site Preparation - 2025

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 | | | | | 0.0882 | 0.0000 | 0.0882 | 0.0414 | 0.0000 | 0.0414 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.8900e-003 | 0.1009 | 0.0717 | 1.5000e-004 | | 4.3500e-003 | 4.3500e-003 | | 4.0000e-003 | 4.0000e-003 | 0.0000 | 13.3868 | 13.3868 | 4.3300e-003 | 0.0000 | 13.4950 |
| Total | 9.8900e-003 | 0.1009 | 0.0717 | 1.5000e-004 | 0.0882 | 4.3500e-003 | 0.0925 | 0.0414 | 4.0000e-003 | 0.0454 | 0.0000 | 13.3868 | 13.3868 | 4.3300e-003 | 0.0000 | 13.4950 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

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 | 1.0000e-005 | 3.5000e-004 | 7.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1530 | 0.1530 | 0.0000 | 2.0000e-005 | 0.1602 |
| 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 | 2.1000e-004 | 1.4000e-004 | 1.6500e-003 | 0.0000 | 5.7000e-004 | 0.0000 | 5.8000e-004 | 1.5000e-004 | 0.0000 | 1.5000e-004 | 0.0000 | 0.4250 | 0.4250 | 1.0000e-005 | 1.0000e-005 | 0.4290 |
| Total | 2.2000e-004 | 4.9000e-004 | 1.7200e-003 | 0.0000 | 6.2000e-004 | 0.0000 | 6.3000e-004 | 1.6000e-004 | 0.0000 | 1.7000e-004 | 0.0000 | 0.5780 | 0.5780 | 1.0000e-005 | 3.0000e-005 | 0.5892 |

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 | | | | | 0.0397 | 0.0000 | 0.0397 | 0.0187 | 0.0000 | 0.0187 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.7900e-003 | 0.0487 | 0.0918 | 1.5000e-004 | | 2.5000e-004 | 2.5000e-004 | | 2.5000e-004 | 2.5000e-004 | 0.0000 | 13.3868 | 13.3868 | 4.3300e-003 | 0.0000 | 13.4950 |
| Total | 2.7900e-003 | 0.0487 | 0.0918 | 1.5000e-004 | 0.0397 | 2.5000e-004 | 0.0399 | 0.0187 | 2.5000e-004 | 0.0189 | 0.0000 | 13.3868 | 13.3868 | 4.3300e-003 | 0.0000 | 13.4950 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

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 | 1.0000e-005 | 3.5000e-004 | 7.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1530 | 0.1530 | 0.0000 | 2.0000e-005 | 0.1602 |
| 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 | 2.1000e-004 | 1.4000e-004 | 1.6500e-003 | 0.0000 | 5.7000e-004 | 0.0000 | 5.8000e-004 | 1.5000e-004 | 0.0000 | 1.5000e-004 | 0.0000 | 0.4250 | 0.4250 | 1.0000e-005 | 1.0000e-005 | 0.4290 |
| Total | 2.2000e-004 | 4.9000e-004 | 1.7200e-003 | 0.0000 | 6.2000e-004 | 0.0000 | 6.3000e-004 | 1.6000e-004 | 0.0000 | 1.7000e-004 | 0.0000 | 0.5780 | 0.5780 | 1.0000e-005 | 3.0000e-005 | 0.5892 |

3.3 Grading - 2025

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 | | | | | 0.1594 | 0.0000 | 0.1594 | 0.0771 | 0.0000 | 0.0771 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0351 | 0.3420 | 0.3503 | 7.1000e-004 | | 0.0142 | 0.0142 | | 0.0130 | 0.0130 | 0.0000 | 62.7044 | 62.7044 | 0.0203 | 0.0000 | 63.2113 |
| Total | 0.0351 | 0.3420 | 0.3503 | 7.1000e-004 | 0.1594 | 0.0142 | 0.1735 | 0.0771 | 0.0130 | 0.0901 | 0.0000 | 62.7044 | 62.7044 | 0.0203 | 0.0000 | 63.2113 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | 1.0000e-005 | 7.5000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3279 | 0.3279 | 0.0000 | 5.0000e-005 | 0.3433 |
| 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 | 1.0000e-003 | 6.4000e-004 | 7.7600e-003 | 2.0000e-005 | 2.6900e-003 | 1.0000e-005 | 2.7000e-003 | 7.1000e-004 | 1.0000e-005 | 7.3000e-004 | 0.0000 | 1.9922 | 1.9922 | 6.0000e-005 | 6.0000e-005 | 2.0111 |
| Total | 1.0100e-003 | 1.3900e-003 | 7.9200e-003 | 2.0000e-005 | 2.7900e-003 | 2.0000e-005 | 2.8100e-003 | 7.4000e-004 | 2.0000e-005 | 7.7000e-004 | 0.0000 | 2.3200 | 2.3200 | 6.0000e-005 | 1.1000e-004 | 2.3544 |

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 | | | | | 0.0717 | 0.0000 | 0.0717 | 0.0347 | 0.0000 | 0.0347 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0116 | 0.2532 | 0.4628 | 7.1000e-004 | | 1.1700e-003 | 1.1700e-003 | | 1.1700e-003 | 1.1700e-003 | 0.0000 | 62.7043 | 62.7043 | 0.0203 | 0.0000 | 63.2113 |
| Total | 0.0116 | 0.2532 | 0.4628 | 7.1000e-004 | 0.0717 | 1.1700e-003 | 0.0729 | 0.0347 | 1.1700e-003 | 0.0359 | 0.0000 | 62.7043 | 62.7043 | 0.0203 | 0.0000 | 63.2113 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | 1.0000e-005 | 7.5000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3279 | 0.3279 | 0.0000 | 5.0000e-005 | 0.3433 |
| 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 | 1.0000e-003 | 6.4000e-004 | 7.7600e-003 | 2.0000e-005 | 2.6900e-003 | 1.0000e-005 | 2.7000e-003 | 7.1000e-004 | 1.0000e-005 | 7.3000e-004 | 0.0000 | 1.9922 | 1.9922 | 6.0000e-005 | 6.0000e-005 | 2.0111 |
| Total | 1.0100e-003 | 1.3900e-003 | 7.9200e-003 | 2.0000e-005 | 2.7900e-003 | 2.0000e-005 | 2.8100e-003 | 7.4000e-004 | 2.0000e-005 | 7.7000e-004 | 0.0000 | 2.3200 | 2.3200 | 6.0000e-005 | 1.1000e-004 | 2.3544 |

3.4 Building Construction - 2025

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 | 0.1422 | 1.2969 | 1.6728 | 2.8000e-003 | | 0.0549 | 0.0549 | | 0.0516 | 0.0516 | 0.0000 | 241.1962 | 241.1962 | 0.0567 | 0.0000 | 242.6137 |
| Total | 0.1422 | 1.2969 | 1.6728 | 2.8000e-003 | | 0.0549 | 0.0549 | | 0.0516 | 0.0516 | 0.0000 | 241.1962 | 241.1962 | 0.0567 | 0.0000 | 242.6137 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | 1.0000e-005 | 5.3000e-004 | 1.1000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2325 | 0.2325 | 0.0000 | 4.0000e-005 | 0.2434 |
| Vendor | 0.0229 | 0.9563 | 0.2778 | 4.1800e-003 | 0.1410 | 6.1800e-003 | 0.1471 | 0.0407 | 5.9100e-003 | 0.0467 | 0.0000 | 400.8230 | 400.8230 | 1.7800e-003 | 0.0601 | 418.7853 |
| Worker | 0.1554 | 0.1002 | 1.2092 | 3.3900e-003 | 0.4192 | 1.9400e-003 | 0.4211 | 0.1114 | 1.7800e-003 | 0.1132 | 0.0000 | 310.6216 | 310.6216 | 9.2000e-003 | 9.1500e-003 | 313.5797 |
| Total | 0.1783 | 1.0570 | 1.4871 | 7.5700e-003 | 0.5602 | 8.1300e-003 | 0.5683 | 0.1522 | 7.6900e-003 | 0.1599 | 0.0000 | 711.6771 | 711.6771 | 0.0110 | 0.0693 | 732.6084 |

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 | 0.0738 | 1.1017 | 1.8750 | 2.8000e-003 | | 8.1900e-003 | 8.1900e-003 | | 8.1900e-003 | 8.1900e-003 | 0.0000 | 241.1959 | 241.1959 | 0.0567 | 0.0000 | 242.6134 |
| Total | 0.0738 | 1.1017 | 1.8750 | 2.8000e-003 | | 8.1900e-003 | 8.1900e-003 | | 8.1900e-003 | 8.1900e-003 | 0.0000 | 241.1959 | 241.1959 | 0.0567 | 0.0000 | 242.6134 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | 1.0000e-005 | 5.3000e-004 | 1.1000e-004 | 0.0000 | 7.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2325 | 0.2325 | 0.0000 | 4.0000e-005 | 0.2434 |
| Vendor | 0.0229 | 0.9563 | 0.2778 | 4.1800e-003 | 0.1410 | 6.1800e-003 | 0.1471 | 0.0407 | 5.9100e-003 | 0.0467 | 0.0000 | 400.8230 | 400.8230 | 1.7800e-003 | 0.0601 | 418.7853 |
| Worker | 0.1554 | 0.1002 | 1.2092 | 3.3900e-003 | 0.4192 | 1.9400e-003 | 0.4211 | 0.1114 | 1.7800e-003 | 0.1132 | 0.0000 | 310.6216 | 310.6216 | 9.2000e-003 | 9.1500e-003 | 313.5797 |
| Total | 0.1783 | 1.0570 | 1.4871 | 7.5700e-003 | 0.5602 | 8.1300e-003 | 0.5683 | 0.1522 | 7.6900e-003 | 0.1599 | 0.0000 | 711.6771 | 711.6771 | 0.0110 | 0.0693 | 732.6084 |

3.4 Building Construction - 2026

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 | 0.1586 | 1.4465 | 1.8658 | 3.1300e-003 | | 0.0612 | 0.0612 | | 0.0576 | 0.0576 | 0.0000 | 269.0266 | 269.0266 | 0.0632 | 0.0000 | 270.6076 |
| Total | 0.1586 | 1.4465 | 1.8658 | 3.1300e-003 | | 0.0612 | 0.0612 | | 0.0576 | 0.0576 | 0.0000 | 269.0266 | 269.0266 | 0.0632 | 0.0000 | 270.6076 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 1.0000e-005 | 5.9000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2535 | 0.2535 | 0.0000 | 4.0000e-005 | 0.2654 |
| Vendor | 0.0249 | 1.0596 | 0.3048 | 4.5800e-003 | 0.1572 | 6.8500e-003 | 0.1641 | 0.0455 | 6.5500e-003 | 0.0520 | 0.0000 | 438.8302 | 438.8302 | 1.9300e-003 | 0.0657 | 458.4652 |
| Worker | 0.1606 | 0.0994 | 1.2565 | 3.6500e-003 | 0.4675 | 2.0300e-003 | 0.4696 | 0.1243 | 1.8700e-003 | 0.1262 | 0.0000 | 334.9145 | 334.9145 | 9.2500e-003 | 9.5000e-003 | 337.9777 |
| Total | 0.1855 | 1.1596 | 1.5614 | 8.2300e-003 | 0.6248 | 8.8900e-003 | 0.6337 | 0.1698 | 8.4300e-003 | 0.1782 | 0.0000 | 773.9981 | 773.9981 | 0.0112 | 0.0753 | 796.7083 |

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 | 0.0823 | 1.2288 | 2.0913 | 3.1300e-003 | | 9.1400e-003 | 9.1400e-003 | | 9.1400e-003 | 9.1400e-003 | 0.0000 | 269.0263 | 269.0263 | 0.0632 | 0.0000 | 270.6072 |
| Total | 0.0823 | 1.2288 | 2.0913 | 3.1300e-003 | | 9.1400e-003 | 9.1400e-003 | | 9.1400e-003 | 9.1400e-003 | 0.0000 | 269.0263 | 269.0263 | 0.0632 | 0.0000 | 270.6072 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 1.0000e-005 | 5.9000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2535 | 0.2535 | 0.0000 | 4.0000e-005 | 0.2654 |
| Vendor | 0.0249 | 1.0596 | 0.3048 | 4.5800e-003 | 0.1572 | 6.8500e-003 | 0.1641 | 0.0455 | 6.5500e-003 | 0.0520 | 0.0000 | 438.8302 | 438.8302 | 1.9300e-003 | 0.0657 | 458.4652 |
| Worker | 0.1606 | 0.0994 | 1.2565 | 3.6500e-003 | 0.4675 | 2.0300e-003 | 0.4696 | 0.1243 | 1.8700e-003 | 0.1262 | 0.0000 | 334.9145 | 334.9145 | 9.2500e-003 | 9.5000e-003 | 337.9777 |
| Total | 0.1855 | 1.1596 | 1.5614 | 8.2300e-003 | 0.6248 | 8.8900e-003 | 0.6337 | 0.1698 | 8.4300e-003 | 0.1782 | 0.0000 | 773.9981 | 773.9981 | 0.0112 | 0.0753 | 796.7083 |

3.5 Paving - 2026

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 | 0.0133 | 0.1244 | 0.2114 | 3.3000e-004 | | 6.0700e-003 | 6.0700e-003 | | 5.5800e-003 | 5.5800e-003 | 0.0000 | 29.0279 | 29.0279 | 9.3900e-003 | 0.0000 | 29.2626 |
| Paving | 0.0265 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0397 | 0.1244 | 0.2114 | 3.3000e-004 | | 6.0700e-003 | 6.0700e-003 | | 5.5800e-003 | 5.5800e-003 | 0.0000 | 29.0279 | 29.0279 | 9.3900e-003 | 0.0000 | 29.2626 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | 1.0000e-005 | 6.2000e-004 | 1.3000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2655 | 0.2655 | 0.0000 | 4.0000e-005 | 0.2780 |
| Vendor | 6.0000e-005 | 2.5800e-003 | 7.4000e-004 | 1.0000e-005 | 3.8000e-004 | 2.0000e-005 | 4.0000e-004 | 1.1000e-004 | 2.0000e-005 | 1.3000e-004 | 0.0000 | 1.0703 | 1.0703 | 0.0000 | 1.6000e-004 | 1.1182 |
| Worker | 6.0000e-004 | 3.7000e-004 | 4.6600e-003 | 1.0000e-005 | 1.7300e-003 | 1.0000e-005 | 1.7400e-003 | 4.6000e-004 | 1.0000e-005 | 4.7000e-004 | 0.0000 | 1.2410 | 1.2410 | 3.0000e-005 | 4.0000e-005 | 1.2524 |
| Total | 6.7000e-004 | 3.5700e-003 | 5.5300e-003 | 2.0000e-005 | 2.1900e-003 | 4.0000e-005 | 2.2300e-003 | 5.9000e-004 | 4.0000e-005 | 6.3000e-004 | 0.0000 | 2.5769 | 2.5769 | 3.0000e-005 | 2.4000e-004 | 2.6486 |

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 | 4.8400e-003 | 0.1456 | 0.2508 | 3.3000e-004 | | 5.4000e-004 | 5.4000e-004 | | 5.4000e-004 | 5.4000e-004 | 0.0000 | 29.0279 | 29.0279 | 9.3900e-003 | 0.0000 | 29.2626 |
| Paving | 0.0265 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0313 | 0.1456 | 0.2508 | 3.3000e-004 | | 5.4000e-004 | 5.4000e-004 | | 5.4000e-004 | 5.4000e-004 | 0.0000 | 29.0279 | 29.0279 | 9.3900e-003 | 0.0000 | 29.2626 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | 1.0000e-005 | 6.2000e-004 | 1.3000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2655 | 0.2655 | 0.0000 | 4.0000e-005 | 0.2780 |
| Vendor | 6.0000e-005 | 2.5800e-003 | 7.4000e-004 | 1.0000e-005 | 3.8000e-004 | 2.0000e-005 | 4.0000e-004 | 1.1000e-004 | 2.0000e-005 | 1.3000e-004 | 0.0000 | 1.0703 | 1.0703 | 0.0000 | 1.6000e-004 | 1.1182 |
| Worker | 6.0000e-004 | 3.7000e-004 | 4.6600e-003 | 1.0000e-005 | 1.7300e-003 | 1.0000e-005 | 1.7400e-003 | 4.6000e-004 | 1.0000e-005 | 4.7000e-004 | 0.0000 | 1.2410 | 1.2410 | 3.0000e-005 | 4.0000e-005 | 1.2524 |
| Total | 6.7000e-004 | 3.5700e-003 | 5.5300e-003 | 2.0000e-005 | 2.1900e-003 | 4.0000e-005 | 2.2300e-003 | 5.9000e-004 | 4.0000e-005 | 6.3000e-004 | 0.0000 | 2.5769 | 2.5769 | 3.0000e-005 | 2.4000e-004 | 2.6486 |

3.5 Paving - 2027

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 | 2.7500e-003 | 0.0257 | 0.0437 | 7.0000e-005 | | 1.2600e-003 | 1.2600e-003 | | 1.1600e-003 | 1.1600e-003 | 0.0000 | 6.0058 | 6.0058 | 1.9400e-003 | 0.0000 | 6.0543 |
| Paving | 5.4700e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 8.2200e-003 | 0.0257 | 0.0437 | 7.0000e-005 | | 1.2600e-003 | 1.2600e-003 | | 1.1600e-003 | 1.1600e-003 | 0.0000 | 6.0058 | 6.0058 | 1.9400e-003 | 0.0000 | 6.0543 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0536 | 0.0536 | 0.0000 | 1.0000e-005 | 0.0561 |
| Vendor | 1.0000e-005 | 5.3000e-004 | 1.5000e-004 | 0.0000 | 8.0000e-005 | 0.0000 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2170 | 0.2170 | 0.0000 | 3.0000e-005 | 0.2267 |
| Worker | 1.1000e-004 | 7.0000e-005 | 9.0000e-004 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 0.2491 | 0.2491 | 1.0000e-005 | 1.0000e-005 | 0.2513 |
| Total | 1.2000e-004 | 7.3000e-004 | 1.0800e-003 | 0.0000 | 4.6000e-004 | 0.0000 | 4.6000e-004 | 1.2000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 0.5197 | 0.5197 | 1.0000e-005 | 5.0000e-005 | 0.5341 |

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 | 1.0000e-003 | 0.0301 | 0.0519 | 7.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | 0.0000 | 6.0058 | 6.0058 | 1.9400e-003 | 0.0000 | 6.0543 |
| Paving | 5.4700e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 6.4700e-003 | 0.0301 | 0.0519 | 7.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | 0.0000 | 6.0058 | 6.0058 | 1.9400e-003 | 0.0000 | 6.0543 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0536 | 0.0536 | 0.0000 | 1.0000e-005 | 0.0561 |
| Vendor | 1.0000e-005 | 5.3000e-004 | 1.5000e-004 | 0.0000 | 8.0000e-005 | 0.0000 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2170 | 0.2170 | 0.0000 | 3.0000e-005 | 0.2267 |
| Worker | 1.1000e-004 | 7.0000e-005 | 9.0000e-004 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 0.2491 | 0.2491 | 1.0000e-005 | 1.0000e-005 | 0.2513 |
| Total | 1.2000e-004 | 7.3000e-004 | 1.0800e-003 | 0.0000 | 4.6000e-004 | 0.0000 | 4.6000e-004 | 1.2000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 0.5197 | 0.5197 | 1.0000e-005 | 5.0000e-005 | 0.5341 |

3.6 Architectural Coating - 2027

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 | 0.6581 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.9900e-003 | 0.0201 | 0.0317 | 5.0000e-005 | | 9.0000e-004 | 9.0000e-004 | | 9.0000e-004 | 9.0000e-004 | 0.0000 | 4.4682 | 4.4682 | 2.4000e-004 | 0.0000 | 4.4743 |
| Total | 0.6611 | 0.0201 | 0.0317 | 5.0000e-005 | | 9.0000e-004 | 9.0000e-004 | | 9.0000e-004 | 9.0000e-004 | 0.0000 | 4.4682 | 4.4682 | 2.4000e-004 | 0.0000 | 4.4743 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0521 | 0.0521 | 0.0000 | 1.0000e-005 | 0.0546 |
| 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 | 4.4900e-003 | 2.6900e-003 | 0.0353 | 1.1000e-004 | 0.0141 | 6.0000e-005 | 0.0141 | 3.7400e-003 | 5.0000e-005 | 3.8000e-003 | 0.0000 | 9.7851 | 9.7851 | 2.5000e-004 | 2.7000e-004 | 9.8715 |
| Total | 4.4900e-003 | 2.8100e-003 | 0.0354 | 1.1000e-004 | 0.0141 | 6.0000e-005 | 0.0142 | 3.7400e-003 | 5.0000e-005 | 3.8100e-003 | 0.0000 | 9.8372 | 9.8372 | 2.5000e-004 | 2.8000e-004 | 9.9261 |

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 | 0.6581 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.5000e-004 | 0.0186 | 0.0321 | 5.0000e-005 | | 7.0000e-005 | 7.0000e-005 | | 7.0000e-005 | 7.0000e-005 | 0.0000 | 4.4682 | 4.4682 | 2.4000e-004 | 0.0000 | 4.4743 |
| Total | 0.6590 | 0.0186 | 0.0321 | 5.0000e-005 | | 7.0000e-005 | 7.0000e-005 | | 7.0000e-005 | 7.0000e-005 | 0.0000 | 4.4682 | 4.4682 | 2.4000e-004 | 0.0000 | 4.4743 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0521 | 0.0521 | 0.0000 | 1.0000e-005 | 0.0546 |
| 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 | 4.4900e-003 | 2.6900e-003 | 0.0353 | 1.1000e-004 | 0.0141 | 6.0000e-005 | 0.0141 | 3.7400e-003 | 5.0000e-005 | 3.8000e-003 | 0.0000 | 9.7851 | 9.7851 | 2.5000e-004 | 2.7000e-004 | 9.8715 |
| Total | 4.4900e-003 | 2.8100e-003 | 0.0354 | 1.1000e-004 | 0.0141 | 6.0000e-005 | 0.0142 | 3.7400e-003 | 5.0000e-005 | 3.8100e-003 | 0.0000 | 9.8372 | 9.8372 | 2.5000e-004 | 2.8000e-004 | 9.9261 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 |
| Discount Club | 0.00 | 0.00 | 0.00 | | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 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 |
| Discount Club | 9.50 | 7.30 | 7.30 | 16.70 | 64.30 | 19.00 | 45 | 40 | 15 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

4.4 Fleet Mix

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Discount Club | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Other Asphalt Surfaces | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Parking Lot | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Regional Shopping Center | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |

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 | 381.7268 | 381.7268 | 0.0322 | 3.9100e-003 | 383.6961 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 381.7268 | 381.7268 | 0.0322 | 3.9100e-003 | 383.6961 |
| NaturalGas Mitigated | 5.7400e-003 | 0.0522 | 0.0438 | 3.1000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 56.8106 | 56.8106 | 1.0900e-003 | 1.0400e-003 | 57.1482 |
| NaturalGas Unmitigated | 5.7400e-003 | 0.0522 | 0.0438 | 3.1000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 56.8106 | 56.8106 | 1.0900e-003 | 1.0400e-003 | 57.1482 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Discount Club | 906955 | 4.8900e-003 | 0.0445 | 0.0374 | 2.7000e-004 | | 3.3800e-003 | 3.3800e-003 | | 3.3800e-003 | 3.3800e-003 | 0.0000 | 48.3986 | 48.3986 | 9.3000e-004 | 8.9000e-004 | 48.6862 |
| 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 |
| Regional Shopping Center | 157635 | 8.5000e-004 | 7.7300e-003 | 6.4900e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 8.4120 | 8.4120 | 1.6000e-004 | 1.5000e-004 | 8.4620 |
| Total | | 5.7400e-003 | 0.0522 | 0.0438 | 3.2000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 56.8106 | 56.8106 | 1.0900e-003 | 1.0400e-003 | 57.1482 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Discount Club | 906955 | 4.8900e-003 | 0.0445 | 0.0374 | 2.7000e-004 | | 3.3800e-003 | 3.3800e-003 | | 3.3800e-003 | 3.3800e-003 | 0.0000 | 48.3986 | 48.3986 | 9.3000e-004 | 8.9000e-004 | 48.6862 |
| 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 |
| Regional Shopping Center | 157635 | 8.5000e-004 | 7.7300e-003 | 6.4900e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 8.4120 | 8.4120 | 1.6000e-004 | 1.5000e-004 | 8.4620 |
| Total | | 5.7400e-003 | 0.0522 | 0.0438 | 3.2000e-004 | | 3.9700e-003 | 3.9700e-003 | | 3.9700e-003 | 3.9700e-003 | 0.0000 | 56.8106 | 56.8106 | 1.0900e-003 | 1.0400e-003 | 57.1482 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Discount Club | 1.57955e+006 | 280.1255 | 0.0236 | 2.8700e-003 | 281.5706 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 298364 | 52.9136 | 4.4700e-003 | 5.4000e-004 | 53.1865 |
| Regional Shopping Center | 274536 | 48.6877 | 4.1100e-003 | 5.0000e-004 | 48.9389 |
| Total | | 381.7268 | 0.0322 | 3.9100e-003 | 383.6961 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Discount Club | 1.57955e+006 | 280.1255 | 0.0236 | 2.8700e-003 | 281.5706 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 298364 | 52.9136 | 4.4700e-003 | 5.4000e-004 | 53.1865 |
| Regional Shopping Center | 274536 | 48.6877 | 4.1100e-003 | 5.0000e-004 | 48.9389 |
| Total | | 381.7268 | 0.0322 | 3.9100e-003 | 383.6961 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.6917 | 2.0000e-005 | 1.9300e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.7500e-003 | 3.7500e-003 | 1.0000e-005 | 0.0000 | 3.9900e-003 |
| Unmitigated | 0.6917 | 2.0000e-005 | 1.9500e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.8000e-003 | 3.8000e-003 | 1.0000e-005 | 0.0000 | 4.0500e-003 |

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 | 0.0658 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.6257 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.8000e-004 | 2.0000e-005 | 1.9500e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.8000e-003 | 3.8000e-003 | 1.0000e-005 | 0.0000 | 4.0500e-003 |
| Total | 0.6917 | 2.0000e-005 | 1.9500e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.8000e-003 | 3.8000e-003 | 1.0000e-005 | 0.0000 | 4.0500e-003 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.0658 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.6257 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.8000e-004 | 2.0000e-005 | 1.9300e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.7500e-003 | 3.7500e-003 | 1.0000e-005 | 0.0000 | 3.9900e-003 |
| Total | 0.6917 | 2.0000e-005 | 1.9300e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 3.7500e-003 | 3.7500e-003 | 1.0000e-005 | 0.0000 | 3.9900e-003 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|-------------|---------|
| Category | MT/yr | | | |
| Mitigated | 18.5045 | 0.3651 | 8.7400e-003 | 30.2373 |
| Unmitigated | 23.1306 | 0.4564 | 0.0109 | 37.7966 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Discount Club | 11.8901 / 7.28749 | 19.7056 | 0.3888 | 9.3100e-003 | 32.1999 |
| 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 |
| Regional Shopping Center | 2.06662 / 1.26664 | 3.4250 | 0.0676 | 1.6200e-003 | 5.5967 |
| Total | | 23.1306 | 0.4564 | 0.0109 | 37.7966 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| Discount Club | 9.5121 / 5.82999 | 15.7645 | 0.3110 | 7.4500e-003 | 25.7600 |
| 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 |
| Regional Shopping Center | 1.6533 / 1.01331 | 2.7400 | 0.0541 | 1.2900e-003 | 4.4773 |
| Total | | 18.5045 | 0.3651 | 8.7400e-003 | 30.2373 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| | MT/yr | | | |
| Mitigated | 102.2563 | 6.0432 | 0.0000 | 253.3356 |
| Unmitigated | 146.0804 | 8.6331 | 0.0000 | 361.9081 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Discount Club | 690.35 | 140.1348 | 8.2817 | 0.0000 | 347.1781 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 29.29 | 5.9456 | 0.3514 | 0.0000 | 14.7300 |
| Total | | 146.0804 | 8.6331 | 0.0000 | 361.9081 |

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Discount Club | 483.245 | 98.0944 | 5.7972 | 0.0000 | 243.0246 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 20.503 | 4.1619 | 0.2460 | 0.0000 | 10.3110 |
| Total | | 102.2563 | 6.0432 | 0.0000 | 253.3356 |

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

Phase 1 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 11.21 | Acre | 11.21 | 488,307.60 | 0 |
| Parking Lot | 11.22 | Acre | 11.22 | 488,743.20 | 0 |
| City Park | 3.90 | Acre | 3.90 | 169,884.00 | 0 |
| Apartments Low Rise | 326.00 | Dwelling Unit | 20.38 | 326,000.00 | 932 |
| Condo/Townhouse | 667.00 | Dwelling Unit | 41.69 | 667,000.00 | 1908 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | Operational Year | 2034 | | |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Multifamily Housing (Low Rise) - High Density Residential and Medium Density Residential
 CO2 intensity factor updated to match RPS requirements (see the CO2 Intensity Factor Adjustments sheet for source and calculations)

Land Use - 66.7 acres of Medium Density Residential (667 units)
 21.7 acres of High Density Residential (326 units)

Construction Phase - Default construction schedule
 No demolition

Assumed to start immediately following completion of Phase 1, Tier 2 Multifamily Residential construction

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
 Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only - zeroed out operational trips

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning (not relevant for construction only run)

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017. (not relevant for construction only run)

Area Coating - Rule 4601 Architectural Coatings (not relevant for construction only run)

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII
Mitigation: Tier 4 mitigation applied to construction equipment >75 HP (Tier 4 Interim applied)

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).
(not relevant for construction only run)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance (not relevant for construction only run)

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)
(not relevant for construction only run)

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------------|----------------------------|-----------|----------------|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|------|
| tblVehicleTrips | ST_TR | 8.14 | 0.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 0.00 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 0.00 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.2146 | 2.0743 | 1.8069 | 4.1600e-003 | 1.1313 | 0.0858 | 1.2171 | 0.4885 | 0.0790 | 0.5674 | 0.0000 | 365.6579 | 365.6579 | 0.1156 | 3.4000e-004 | 368.6481 |
| 2027 | 0.5614 | 3.5830 | 5.1881 | 0.0174 | 1.5830 | 0.0996 | 1.6826 | 0.4386 | 0.0930 | 0.5316 | 0.0000 | 1,596.0405 | 1,596.0405 | 0.1278 | 0.0978 | 1,628.3936 |
| 2028 | 0.5847 | 3.5166 | 5.4963 | 0.0197 | 1.4922 | 0.0842 | 1.5764 | 0.4026 | 0.0793 | 0.4818 | 0.0000 | 1,816.8546 | 1,816.8546 | 0.0941 | 0.1236 | 1,856.0400 |
| 2029 | 0.5602 | 3.4998 | 5.3521 | 0.0194 | 1.4980 | 0.0841 | 1.5821 | 0.4041 | 0.0792 | 0.4833 | 0.0000 | 1,789.1504 | 1,789.1504 | 0.0927 | 0.1209 | 1,827.4828 |
| 2030 | 0.5278 | 2.8832 | 5.2215 | 0.0196 | 1.4980 | 0.0342 | 1.5322 | 0.4041 | 0.0334 | 0.4376 | 0.0000 | 1,798.3073 | 1,798.3073 | 0.0338 | 0.1180 | 1,834.3167 |
| 2031 | 0.5035 | 2.8621 | 5.0969 | 0.0193 | 1.4980 | 0.0339 | 1.5319 | 0.4041 | 0.0331 | 0.4373 | 0.0000 | 1,770.3743 | 1,770.3743 | 0.0324 | 0.1155 | 1,805.5958 |
| 2032 | 0.4848 | 2.8552 | 5.0130 | 0.0191 | 1.5037 | 0.0337 | 1.5374 | 0.4057 | 0.0330 | 0.4386 | 0.0000 | 1,752.2861 | 1,752.2861 | 0.0313 | 0.1137 | 1,786.9648 |
| 2033 | 3.3746 | 0.9470 | 2.0138 | 5.6800e-003 | 0.3664 | 0.0254 | 0.3917 | 0.0985 | 0.0252 | 0.1237 | 0.0000 | 511.6477 | 511.6477 | 0.0131 | 0.0214 | 518.3454 |
| 2034 | 0.1517 | 2.6600e-003 | 0.0131 | 4.0000e-005 | 4.7600e-003 | 6.0000e-005 | 4.8200e-003 | 1.2700e-003 | 6.0000e-005 | 1.3300e-003 | 0.0000 | 3.4812 | 3.4812 | 7.0000e-005 | 7.0000e-005 | 3.5037 |
| Maximum | 3.3746 | 3.5830 | 5.4963 | 0.0197 | 1.5830 | 0.0996 | 1.6826 | 0.4885 | 0.0930 | 0.5674 | 0.0000 | 1,816.8546 | 1,816.8546 | 0.1278 | 0.1236 | 1,856.0400 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.0725 | 1.2746 | 2.4468 | 4.1600e-003 | 0.5157 | 6.7000e-003 | 0.5224 | 0.2216 | 6.7000e-003 | 0.2283 | 0.0000 | 365.6575 | 365.6575 | 0.1156 | 3.4000e-004 | 368.6476 |
| 2027 | 0.4379 | 3.1308 | 5.6994 | 0.0174 | 1.3464 | 0.0233 | 1.3697 | 0.3684 | 0.0226 | 0.3910 | 0.0000 | 1,596.0400 | 1,596.0400 | 0.1278 | 0.0978 | 1,628.3932 |
| 2028 | 0.4992 | 3.2726 | 5.7490 | 0.0197 | 1.4922 | 0.0258 | 1.5181 | 0.4026 | 0.0250 | 0.4276 | 0.0000 | 1,816.8543 | 1,816.8543 | 0.0941 | 0.1236 | 1,856.0396 |
| 2029 | 0.4744 | 3.2549 | 5.6058 | 0.0194 | 1.4980 | 0.0255 | 1.5235 | 0.4041 | 0.0247 | 0.4288 | 0.0000 | 1,789.1500 | 1,789.1500 | 0.0927 | 0.1209 | 1,827.4824 |
| 2030 | 0.4423 | 3.2110 | 5.4592 | 0.0196 | 1.4980 | 0.0220 | 1.5199 | 0.4041 | 0.0212 | 0.4253 | 0.0000 | 1,798.3069 | 1,798.3069 | 0.0338 | 0.1180 | 1,834.3162 |
| 2031 | 0.4180 | 3.1898 | 5.3346 | 0.0193 | 1.4980 | 0.0216 | 1.5196 | 0.4041 | 0.0209 | 0.4250 | 0.0000 | 1,770.3739 | 1,770.3739 | 0.0324 | 0.1155 | 1,805.5954 |
| 2032 | 0.3989 | 3.1842 | 5.2516 | 0.0191 | 1.5037 | 0.0214 | 1.5251 | 0.4057 | 0.0207 | 0.4264 | 0.0000 | 1,752.2857 | 1,752.2857 | 0.0313 | 0.1137 | 1,786.9644 |
| 2033 | 3.2981 | 1.1747 | 2.1361 | 5.6800e-003 | 0.3664 | 6.2500e-003 | 0.3726 | 0.0985 | 6.1000e-003 | 0.1046 | 0.0000 | 511.6475 | 511.6475 | 0.0131 | 0.0214 | 518.3452 |
| 2034 | 0.1515 | 3.1700e-003 | 0.0132 | 4.0000e-005 | 4.7600e-003 | 2.0000e-005 | 4.7800e-003 | 1.2700e-003 | 2.0000e-005 | 1.2900e-003 | 0.0000 | 3.4812 | 3.4812 | 7.0000e-005 | 7.0000e-005 | 3.5037 |
| Maximum | 3.2981 | 3.2726 | 5.7490 | 0.0197 | 1.5037 | 0.0258 | 1.5251 | 0.4057 | 0.0250 | 0.4288 | 0.0000 | 1,816.8543 | 1,816.8543 | 0.1278 | 0.1236 | 1,856.0396 |

| | 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 | 11.07 | 2.38 | -7.08 | 0.00 | 8.06 | 68.26 | 10.68 | 11.06 | 67.53 | 18.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|-----------|--|--|
| 1 | 5-30-2026 | 8-29-2026 | 0.9230 | 0.4474 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|----|------------|------------|--------|--------|
| 2 | 8-30-2026 | 11-29-2026 | 1.0170 | 0.6699 |
| 3 | 11-30-2026 | 2-27-2027 | 0.9947 | 0.6552 |
| 4 | 2-28-2027 | 5-29-2027 | 1.0269 | 0.8671 |
| 5 | 5-30-2027 | 8-29-2027 | 1.0453 | 0.9621 |
| 6 | 8-30-2027 | 11-29-2027 | 1.0615 | 0.9782 |
| 7 | 11-30-2027 | 2-28-2028 | 1.0484 | 0.9660 |
| 8 | 2-29-2028 | 5-29-2028 | 1.0270 | 0.9446 |
| 9 | 5-30-2028 | 8-29-2028 | 1.0296 | 0.9463 |
| 10 | 8-30-2028 | 11-29-2028 | 1.0457 | 0.9625 |
| 11 | 11-30-2028 | 2-27-2029 | 1.0220 | 0.9405 |
| 12 | 2-28-2029 | 5-29-2029 | 1.0121 | 0.9298 |
| 13 | 5-30-2029 | 8-29-2029 | 1.0145 | 0.9312 |
| 14 | 8-30-2029 | 11-29-2029 | 1.0307 | 0.9474 |
| 15 | 11-30-2029 | 2-27-2030 | 0.9134 | 0.9229 |
| 16 | 2-28-2030 | 5-29-2030 | 0.8499 | 0.9102 |
| 17 | 5-30-2030 | 8-29-2030 | 0.8504 | 0.9114 |
| 18 | 8-30-2030 | 11-29-2030 | 0.8667 | 0.9277 |
| 19 | 11-30-2030 | 2-27-2031 | 0.8489 | 0.9086 |
| 20 | 2-28-2031 | 5-29-2031 | 0.8379 | 0.8982 |
| 21 | 5-30-2031 | 8-29-2031 | 0.8382 | 0.8992 |
| 22 | 8-30-2031 | 11-29-2031 | 0.8547 | 0.9157 |
| 23 | 11-30-2031 | 2-28-2032 | 0.8477 | 0.9080 |
| 24 | 2-29-2032 | 5-29-2032 | 0.8278 | 0.8881 |
| 25 | 5-30-2032 | 8-29-2032 | 0.8279 | 0.8889 |
| 26 | 8-30-2032 | 11-29-2032 | 0.8446 | 0.9056 |
| 27 | 11-30-2032 | 2-27-2033 | 0.8294 | 0.8891 |
| 28 | 2-28-2033 | 5-29-2033 | 0.3305 | 0.3912 |
| 29 | 5-30-2033 | 8-29-2033 | 0.7549 | 0.8014 |
| 30 | 8-30-2033 | 11-29-2033 | 2.0315 | 2.0357 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|----|------------|-----------|--------|--------|
| 31 | 11-30-2033 | 2-27-2034 | 0.8390 | 0.8407 |
| | | Highest | 2.0315 | 2.0357 |

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 | 3.5951 | 0.4562 | 7.5120 | 2.7600e-003 | | 0.0709 | 0.0709 | | 0.0709 | 0.0709 | 0.0000 | 442.2193 | 442.2193 | 0.0197 | 7.8900e-003 | 445.0625 |
| Energy | 0.0695 | 0.5941 | 0.2528 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 1,380.5667 | 1,380.5667 | 0.0851 | 0.0213 | 1,389.0486 |
| 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 | 92.7912 | 0.0000 | 92.7912 | 5.4838 | 0.0000 | 229.8863 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 20.5257 | 73.4225 | 93.9482 | 2.1158 | 0.0507 | 161.9526 |
| Total | 3.6646 | 1.0503 | 7.7648 | 6.5500e-003 | 0.0000 | 0.1190 | 0.1190 | 0.0000 | 0.1190 | 0.1190 | 113.3169 | 1,896.2085 | 2,009.5254 | 7.7044 | 0.0799 | 2,225.9501 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 3.5920 | 0.4557 | 7.4590 | 2.7600e-003 | | 0.0706 | 0.0706 | | 0.0706 | 0.0706 | 0.0000 | 442.1108 | 442.1108 | 0.0196 | 7.8900e-003 | 444.9499 |
| Energy | 0.0695 | 0.5941 | 0.2528 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 1,380.5667 | 1,380.5667 | 0.0851 | 0.0213 | 1,389.0486 |
| 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 | 64.9539 | 0.0000 | 64.9539 | 3.8387 | 0.0000 | 160.9204 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 16.4205 | 58.7380 | 75.1585 | 1.6926 | 0.0406 | 129.5621 |
| Total | 3.6615 | 1.0498 | 7.7118 | 6.5500e-003 | 0.0000 | 0.1186 | 0.1186 | 0.0000 | 0.1186 | 0.1186 | 81.3744 | 1,881.4155 | 1,962.7899 | 5.6359 | 0.0698 | 2,124.4811 |

| | 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 | 0.08 | 0.05 | 0.68 | 0.00 | 0.00 | 0.26 | 0.26 | 0.00 | 0.26 | 0.26 | 28.19 | 0.78 | 2.33 | 26.85 | 12.69 | 4.56 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 5/30/2026 | 8/21/2026 | 5 | 60 | |
| 2 | Grading | Grading | 8/22/2026 | 3/26/2027 | 5 | 155 | |
| 3 | Building Construction | Building Construction | 3/27/2027 | 3/4/2033 | 5 | 1550 | |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | |
|---|-----------------------|-----------------------|----------|----------|---|-----|
| 4 | Paving | Paving | 3/5/2033 | 8/5/2033 | 5 | 110 |
| 5 | Architectural Coating | Architectural Coating | 8/6/2033 | 1/6/2034 | 5 | 110 |

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 22.43

Residential Indoor: 2,010,825; Residential Outdoor: 670,275; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 58,623 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 1,197.00 | 294.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 239.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2026

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 | | | | | 0.5897 | 0.0000 | 0.5897 | 0.3031 | 0.0000 | 0.3031 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0742 | 0.7570 | 0.5374 | 1.1400e-003 | | 0.0326 | 0.0326 | | 0.0300 | 0.0300 | 0.0000 | 100.4010 | 100.4010 | 0.0325 | 0.0000 | 101.2128 |
| Total | 0.0742 | 0.7570 | 0.5374 | 1.1400e-003 | 0.5897 | 0.0326 | 0.6223 | 0.3031 | 0.0300 | 0.3331 | 0.0000 | 100.4010 | 100.4010 | 0.0325 | 0.0000 | 101.2128 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 1.4800e-003 | 9.1000e-004 | 0.0116 | 3.0000e-005 | 4.3000e-003 | 2.0000e-005 | 4.3200e-003 | 1.1400e-003 | 2.0000e-005 | 1.1600e-003 | 0.0000 | 3.0812 | 3.0812 | 9.0000e-005 | 9.0000e-005 | 3.1094 |
| Total | 1.4900e-003 | 1.7800e-003 | 0.0117 | 3.0000e-005 | 4.4200e-003 | 3.0000e-005 | 4.4500e-003 | 1.1700e-003 | 3.0000e-005 | 1.2000e-003 | 0.0000 | 3.4551 | 3.4551 | 9.0000e-005 | 1.5000e-004 | 3.5008 |

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 | | | | | 0.2654 | 0.0000 | 0.2654 | 0.1364 | 0.0000 | 0.1364 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0209 | 0.3649 | 0.6888 | 1.1400e-003 | | 1.8600e-003 | 1.8600e-003 | | 1.8600e-003 | 1.8600e-003 | 0.0000 | 100.4008 | 100.4008 | 0.0325 | 0.0000 | 101.2126 |
| Total | 0.0209 | 0.3649 | 0.6888 | 1.1400e-003 | 0.2654 | 1.8600e-003 | 0.2672 | 0.1364 | 1.8600e-003 | 0.1382 | 0.0000 | 100.4008 | 100.4008 | 0.0325 | 0.0000 | 101.2126 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 1.4800e-003 | 9.1000e-004 | 0.0116 | 3.0000e-005 | 4.3000e-003 | 2.0000e-005 | 4.3200e-003 | 1.1400e-003 | 2.0000e-005 | 1.1600e-003 | 0.0000 | 3.0812 | 3.0812 | 9.0000e-005 | 9.0000e-005 | 3.1094 |
| Total | 1.4900e-003 | 1.7800e-003 | 0.0117 | 3.0000e-005 | 4.4200e-003 | 3.0000e-005 | 4.4500e-003 | 1.1700e-003 | 3.0000e-005 | 1.2000e-003 | 0.0000 | 3.4551 | 3.4551 | 9.0000e-005 | 1.5000e-004 | 3.5008 |

3.3 Grading - 2026

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 | | | | | 0.5296 | 0.0000 | 0.5296 | 0.1822 | 0.0000 | 0.1822 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1364 | 1.3133 | 1.2376 | 2.9200e-003 | | 0.0532 | 0.0532 | | 0.0489 | 0.0489 | 0.0000 | 256.1792 | 256.1792 | 0.0829 | 0.0000 | 258.2505 |
| Total | 0.1364 | 1.3133 | 1.2376 | 2.9200e-003 | 0.5296 | 0.0532 | 0.5828 | 0.1822 | 0.0489 | 0.2311 | 0.0000 | 256.1792 | 256.1792 | 0.0829 | 0.0000 | 258.2505 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | 1.0000e-005 | 6.0000e-004 | 1.3000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2591 | 0.2591 | 0.0000 | 4.0000e-005 | 0.2713 |
| 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 | 2.5700e-003 | 1.5900e-003 | 0.0201 | 6.0000e-005 | 7.4900e-003 | 3.0000e-005 | 7.5200e-003 | 1.9900e-003 | 3.0000e-005 | 2.0200e-003 | 0.0000 | 5.3636 | 5.3636 | 1.5000e-004 | 1.5000e-004 | 5.4126 |
| Total | 2.5800e-003 | 2.1900e-003 | 0.0203 | 6.0000e-005 | 7.5700e-003 | 4.0000e-005 | 7.6100e-003 | 2.0100e-003 | 4.0000e-005 | 2.0500e-003 | 0.0000 | 5.6227 | 5.6227 | 1.5000e-004 | 1.9000e-004 | 5.6839 |

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 | | | | | 0.2383 | 0.0000 | 0.2383 | 0.0820 | 0.0000 | 0.0820 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0475 | 0.9057 | 1.7260 | 2.9200e-003 | | 4.7700e-003 | 4.7700e-003 | | 4.7700e-003 | 4.7700e-003 | 0.0000 | 256.1789 | 256.1789 | 0.0829 | 0.0000 | 258.2502 |
| Total | 0.0475 | 0.9057 | 1.7260 | 2.9200e-003 | 0.2383 | 4.7700e-003 | 0.2431 | 0.0820 | 4.7700e-003 | 0.0868 | 0.0000 | 256.1789 | 256.1789 | 0.0829 | 0.0000 | 258.2502 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | 1.0000e-005 | 6.0000e-004 | 1.3000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 2.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2591 | 0.2591 | 0.0000 | 4.0000e-005 | 0.2713 |
| 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 | 2.5700e-003 | 1.5900e-003 | 0.0201 | 6.0000e-005 | 7.4900e-003 | 3.0000e-005 | 7.5200e-003 | 1.9900e-003 | 3.0000e-005 | 2.0200e-003 | 0.0000 | 5.3636 | 5.3636 | 1.5000e-004 | 1.5000e-004 | 5.4126 |
| Total | 2.5800e-003 | 2.1900e-003 | 0.0203 | 6.0000e-005 | 7.5700e-003 | 4.0000e-005 | 7.6100e-003 | 2.0100e-003 | 4.0000e-005 | 2.0500e-003 | 0.0000 | 5.6227 | 5.6227 | 1.5000e-004 | 1.9000e-004 | 5.6839 |

3.3 Grading - 2027

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 | | | | | 0.4302 | 0.0000 | 0.4302 | 0.1276 | 0.0000 | 0.1276 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0885 | 0.8523 | 0.8031 | 1.8900e-003 | | 0.0345 | 0.0345 | | 0.0317 | 0.0317 | 0.0000 | 166.2440 | 166.2440 | 0.0538 | 0.0000 | 167.5881 |
| Total | 0.0885 | 0.8523 | 0.8031 | 1.8900e-003 | 0.4302 | 0.0345 | 0.4647 | 0.1276 | 0.0317 | 0.1593 | 0.0000 | 166.2440 | 166.2440 | 0.0538 | 0.0000 | 167.5881 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2027

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 | 1.0000e-005 | 3.8000e-004 | 8.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1641 | 0.1641 | 0.0000 | 3.0000e-005 | 0.1718 |
| 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 | 1.5500e-003 | 9.3000e-004 | 0.0122 | 4.0000e-005 | 4.8600e-003 | 2.0000e-005 | 4.8800e-003 | 1.2900e-003 | 2.0000e-005 | 1.3100e-003 | 0.0000 | 3.3770 | 3.3770 | 9.0000e-005 | 9.0000e-005 | 3.4069 |
| Total | 1.5600e-003 | 1.3100e-003 | 0.0123 | 4.0000e-005 | 4.9100e-003 | 2.0000e-005 | 4.9400e-003 | 1.3000e-003 | 2.0000e-005 | 1.3300e-003 | 0.0000 | 3.5411 | 3.5411 | 9.0000e-005 | 1.2000e-004 | 3.5786 |

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 | | | | | 0.1936 | 0.0000 | 0.1936 | 0.0574 | 0.0000 | 0.0574 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0308 | 0.5878 | 1.1200 | 1.8900e-003 | | 3.1000e-003 | 3.1000e-003 | | 3.1000e-003 | 3.1000e-003 | 0.0000 | 166.2438 | 166.2438 | 0.0538 | 0.0000 | 167.5879 |
| Total | 0.0308 | 0.5878 | 1.1200 | 1.8900e-003 | 0.1936 | 3.1000e-003 | 0.1967 | 0.0574 | 3.1000e-003 | 0.0605 | 0.0000 | 166.2438 | 166.2438 | 0.0538 | 0.0000 | 167.5879 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2027

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 | 1.0000e-005 | 3.8000e-004 | 8.0000e-005 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1641 | 0.1641 | 0.0000 | 3.0000e-005 | 0.1718 |
| 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 | 1.5500e-003 | 9.3000e-004 | 0.0122 | 4.0000e-005 | 4.8600e-003 | 2.0000e-005 | 4.8800e-003 | 1.2900e-003 | 2.0000e-005 | 1.3100e-003 | 0.0000 | 3.3770 | 3.3770 | 9.0000e-005 | 9.0000e-005 | 3.4069 |
| Total | 1.5600e-003 | 1.3100e-003 | 0.0123 | 4.0000e-005 | 4.9100e-003 | 2.0000e-005 | 4.9400e-003 | 1.3000e-003 | 2.0000e-005 | 1.3300e-003 | 0.0000 | 3.5411 | 3.5411 | 9.0000e-005 | 1.2000e-004 | 3.5786 |

3.4 Building Construction - 2027

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 | 0.1367 | 1.2470 | 1.6085 | 2.7000e-003 | | 0.0528 | 0.0528 | | 0.0496 | 0.0496 | 0.0000 | 231.9195 | 231.9195 | 0.0545 | 0.0000 | 233.2824 |
| Total | 0.1367 | 1.2470 | 1.6085 | 2.7000e-003 | | 0.0528 | 0.0528 | | 0.0496 | 0.0496 | 0.0000 | 231.9195 | 231.9195 | 0.0545 | 0.0000 | 233.2824 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | 1.4000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0605 | 0.0605 | 0.0000 | 1.0000e-005 | 0.0634 |
| Vendor | 0.0302 | 1.2999 | 0.3717 | 5.5400e-003 | 0.1944 | 8.4100e-003 | 0.2028 | 0.0562 | 8.0400e-003 | 0.0642 | 0.0000 | 531.6006 | 531.6006 | 2.3200e-003 | 0.0795 | 555.3542 |
| Worker | 0.3043 | 0.1824 | 2.3925 | 7.2300e-003 | 0.9535 | 3.8900e-003 | 0.9574 | 0.2535 | 3.5800e-003 | 0.2571 | 0.0000 | 662.6750 | 662.6750 | 0.0171 | 0.0182 | 668.5269 |
| Total | 0.3346 | 1.4824 | 2.7643 | 0.0128 | 1.1479 | 0.0123 | 1.1602 | 0.3097 | 0.0116 | 0.3213 | 0.0000 | 1,194.3360 | 1,194.3360 | 0.0194 | 0.0977 | 1,223.9445 |

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 | 0.0710 | 1.0593 | 1.8029 | 2.7000e-003 | | 7.8800e-003 | 7.8800e-003 | | 7.8800e-003 | 7.8800e-003 | 0.0000 | 231.9192 | 231.9192 | 0.0545 | 0.0000 | 233.2821 |
| Total | 0.0710 | 1.0593 | 1.8029 | 2.7000e-003 | | 7.8800e-003 | 7.8800e-003 | | 7.8800e-003 | 7.8800e-003 | 0.0000 | 231.9192 | 231.9192 | 0.0545 | 0.0000 | 233.2821 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | 1.4000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0605 | 0.0605 | 0.0000 | 1.0000e-005 | 0.0634 |
| Vendor | 0.0302 | 1.2999 | 0.3717 | 5.5400e-003 | 0.1944 | 8.4100e-003 | 0.2028 | 0.0562 | 8.0400e-003 | 0.0642 | 0.0000 | 531.6006 | 531.6006 | 2.3200e-003 | 0.0795 | 555.3542 |
| Worker | 0.3043 | 0.1824 | 2.3925 | 7.2300e-003 | 0.9535 | 3.8900e-003 | 0.9574 | 0.2535 | 3.5800e-003 | 0.2571 | 0.0000 | 662.6750 | 662.6750 | 0.0171 | 0.0182 | 668.5269 |
| Total | 0.3346 | 1.4824 | 2.7643 | 0.0128 | 1.1479 | 0.0123 | 1.1602 | 0.3097 | 0.0116 | 0.3213 | 0.0000 | 1,194.3360 | 1,194.3360 | 0.0194 | 0.0977 | 1,223.9445 |

3.4 Building Construction - 2028

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 | 0.1778 | 1.6211 | 2.0910 | 3.5000e-003 | | 0.0686 | 0.0686 | | 0.0645 | 0.0645 | 0.0000 | 301.4953 | 301.4953 | 0.0709 | 0.0000 | 303.2671 |
| Total | 0.1778 | 1.6211 | 2.0910 | 3.5000e-003 | | 0.0686 | 0.0686 | | 0.0645 | 0.0645 | 0.0000 | 301.4953 | 301.4953 | 0.0709 | 0.0000 | 303.2671 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0768 | 0.0768 | 0.0000 | 1.0000e-005 | 0.0804 |
| Vendor | 0.0387 | 1.6805 | 0.4779 | 7.0600e-003 | 0.2527 | 0.0109 | 0.2636 | 0.0731 | 0.0104 | 0.0834 | 0.0000 | 677.5357 | 677.5357 | 2.9500e-003 | 0.1012 | 707.7678 |
| Worker | 0.3683 | 0.2149 | 2.9274 | 9.1400e-003 | 1.2395 | 4.7300e-003 | 1.2442 | 0.3295 | 4.3500e-003 | 0.3339 | 0.0000 | 837.7469 | 837.7469 | 0.0203 | 0.0224 | 844.9247 |
| Total | 0.4070 | 1.8955 | 3.4053 | 0.0162 | 1.4922 | 0.0156 | 1.5078 | 0.4026 | 0.0147 | 0.4173 | 0.0000 | 1,515.3593 | 1,515.3593 | 0.0233 | 0.1236 | 1,552.7729 |

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 | 0.0922 | 1.3771 | 2.3437 | 3.5000e-003 | | 0.0102 | 0.0102 | | 0.0102 | 0.0102 | 0.0000 | 301.4949 | 301.4949 | 0.0709 | 0.0000 | 303.2667 |
| Total | 0.0922 | 1.3771 | 2.3437 | 3.5000e-003 | | 0.0102 | 0.0102 | | 0.0102 | 0.0102 | 0.0000 | 301.4949 | 301.4949 | 0.0709 | 0.0000 | 303.2667 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0768 | 0.0768 | 0.0000 | 1.0000e-005 | 0.0804 |
| Vendor | 0.0387 | 1.6805 | 0.4779 | 7.0600e-003 | 0.2527 | 0.0109 | 0.2636 | 0.0731 | 0.0104 | 0.0834 | 0.0000 | 677.5357 | 677.5357 | 2.9500e-003 | 0.1012 | 707.7678 |
| Worker | 0.3683 | 0.2149 | 2.9274 | 9.1400e-003 | 1.2395 | 4.7300e-003 | 1.2442 | 0.3295 | 4.3500e-003 | 0.3339 | 0.0000 | 837.7469 | 837.7469 | 0.0203 | 0.0224 | 844.9247 |
| Total | 0.4070 | 1.8955 | 3.4053 | 0.0162 | 1.4922 | 0.0156 | 1.5078 | 0.4026 | 0.0147 | 0.4173 | 0.0000 | 1,515.3593 | 1,515.3593 | 0.0233 | 0.1236 | 1,552.7729 |

3.4 Building Construction - 2029

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 | 0.1785 | 1.6273 | 2.0991 | 3.5200e-003 | | 0.0689 | 0.0689 | | 0.0648 | 0.0648 | 0.0000 | 302.6549 | 302.6549 | 0.0711 | 0.0000 | 304.4335 |
| Total | 0.1785 | 1.6273 | 2.0991 | 3.5200e-003 | | 0.0689 | 0.0689 | | 0.0648 | 0.0648 | 0.0000 | 302.6549 | 302.6549 | 0.0711 | 0.0000 | 304.4335 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0751 | 0.0751 | 0.0000 | 1.0000e-005 | 0.0787 |
| Vendor | 0.0382 | 1.6758 | 0.4751 | 6.9500e-003 | 0.2537 | 0.0108 | 0.2645 | 0.0733 | 0.0104 | 0.0837 | 0.0000 | 666.8579 | 666.8579 | 2.9000e-003 | 0.0995 | 696.5722 |
| Worker | 0.3436 | 0.1965 | 2.7779 | 8.9400e-003 | 1.2443 | 4.4300e-003 | 1.2487 | 0.3308 | 4.0700e-003 | 0.3349 | 0.0000 | 819.5624 | 819.5624 | 0.0187 | 0.0214 | 826.3984 |
| Total | 0.3818 | 1.8725 | 3.2530 | 0.0159 | 1.4980 | 0.0153 | 1.5132 | 0.4042 | 0.0144 | 0.4186 | 0.0000 | 1,486.4955 | 1,486.4955 | 0.0216 | 0.1209 | 1,523.0493 |

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 | 0.0926 | 1.3824 | 2.3527 | 3.5200e-003 | | 0.0103 | 0.0103 | | 0.0103 | 0.0103 | 0.0000 | 302.6545 | 302.6545 | 0.0711 | 0.0000 | 304.4331 |
| Total | 0.0926 | 1.3824 | 2.3527 | 3.5200e-003 | | 0.0103 | 0.0103 | | 0.0103 | 0.0103 | 0.0000 | 302.6545 | 302.6545 | 0.0711 | 0.0000 | 304.4331 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0751 | 0.0751 | 0.0000 | 1.0000e-005 | 0.0787 |
| Vendor | 0.0382 | 1.6758 | 0.4751 | 6.9500e-003 | 0.2537 | 0.0108 | 0.2645 | 0.0733 | 0.0104 | 0.0837 | 0.0000 | 666.8579 | 666.8579 | 2.9000e-003 | 0.0995 | 696.5722 |
| Worker | 0.3436 | 0.1965 | 2.7779 | 8.9400e-003 | 1.2443 | 4.4300e-003 | 1.2487 | 0.3308 | 4.0700e-003 | 0.3349 | 0.0000 | 819.5624 | 819.5624 | 0.0187 | 0.0214 | 826.3984 |
| Total | 0.3818 | 1.8725 | 3.2530 | 0.0159 | 1.4980 | 0.0153 | 1.5132 | 0.4042 | 0.0144 | 0.4186 | 0.0000 | 1,486.4955 | 1,486.4955 | 0.0216 | 0.1209 | 1,523.0493 |

3.4 Building Construction - 2030

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 | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0336 | 343.0336 | 0.0138 | 0.0000 | 343.3777 |
| Total | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0336 | 343.0336 | 0.0138 | 0.0000 | 343.3777 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0734 | 0.0734 | 0.0000 | 1.0000e-005 | 0.0769 |
| Vendor | 0.0378 | 1.6676 | 0.4716 | 6.8300e-003 | 0.2537 | 0.0108 | 0.2644 | 0.0733 | 0.0103 | 0.0836 | 0.0000 | 654.7871 | 654.7871 | 2.8400e-003 | 0.0976 | 683.9272 |
| Worker | 0.3192 | 0.1800 | 2.6414 | 8.7300e-003 | 1.2443 | 4.1300e-003 | 1.2484 | 0.3308 | 3.8000e-003 | 0.3346 | 0.0000 | 800.4131 | 800.4131 | 0.0172 | 0.0204 | 806.9349 |
| Total | 0.3570 | 1.8478 | 3.1130 | 0.0156 | 1.4980 | 0.0149 | 1.5129 | 0.4042 | 0.0141 | 0.4182 | 0.0000 | 1,455.2736 | 1,455.2736 | 0.0200 | 0.1180 | 1,490.9390 |

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 | 0.0853 | 1.3632 | 2.3462 | 4.0400e-003 | | 7.0900e-003 | 7.0900e-003 | | 7.0900e-003 | 7.0900e-003 | 0.0000 | 343.0332 | 343.0332 | 0.0138 | 0.0000 | 343.3773 |
| Total | 0.0853 | 1.3632 | 2.3462 | 4.0400e-003 | | 7.0900e-003 | 7.0900e-003 | | 7.0900e-003 | 7.0900e-003 | 0.0000 | 343.0332 | 343.0332 | 0.0138 | 0.0000 | 343.3773 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0734 | 0.0734 | 0.0000 | 1.0000e-005 | 0.0769 |
| Vendor | 0.0378 | 1.6676 | 0.4716 | 6.8300e-003 | 0.2537 | 0.0108 | 0.2644 | 0.0733 | 0.0103 | 0.0836 | 0.0000 | 654.7871 | 654.7871 | 2.8400e-003 | 0.0976 | 683.9272 |
| Worker | 0.3192 | 0.1800 | 2.6414 | 8.7300e-003 | 1.2443 | 4.1300e-003 | 1.2484 | 0.3308 | 3.8000e-003 | 0.3346 | 0.0000 | 800.4131 | 800.4131 | 0.0172 | 0.0204 | 806.9349 |
| Total | 0.3570 | 1.8478 | 3.1130 | 0.0156 | 1.4980 | 0.0149 | 1.5129 | 0.4042 | 0.0141 | 0.4182 | 0.0000 | 1,455.2736 | 1,455.2736 | 0.0200 | 0.1180 | 1,490.9390 |

3.4 Building Construction - 2031

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 | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0336 | 343.0336 | 0.0138 | 0.0000 | 343.3777 |
| Total | 0.1708 | 1.0355 | 2.1085 | 4.0400e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 343.0336 | 343.0336 | 0.0138 | 0.0000 | 343.3777 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0719 | 0.0719 | 0.0000 | 1.0000e-005 | 0.0753 |
| Vendor | 0.0374 | 1.6614 | 0.4696 | 6.7200e-003 | 0.2537 | 0.0107 | 0.2644 | 0.0733 | 0.0102 | 0.0836 | 0.0000 | 643.9881 | 643.9881 | 2.8000e-003 | 0.0958 | 672.6187 |
| Worker | 0.2953 | 0.1650 | 2.5187 | 8.5400e-003 | 1.2443 | 3.8500e-003 | 1.2481 | 0.3308 | 3.5400e-003 | 0.3344 | 0.0000 | 783.2806 | 783.2806 | 0.0158 | 0.0196 | 789.5241 |
| Total | 0.3327 | 1.8266 | 2.9884 | 0.0153 | 1.4980 | 0.0146 | 1.5125 | 0.4042 | 0.0138 | 0.4179 | 0.0000 | 1,427.3407 | 1,427.3407 | 0.0186 | 0.1155 | 1,462.2181 |

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 | 0.0853 | 1.3632 | 2.3462 | 4.0400e-003 | | 7.0900e-003 | 7.0900e-003 | | 7.0900e-003 | 7.0900e-003 | 0.0000 | 343.0332 | 343.0332 | 0.0138 | 0.0000 | 343.3773 |
| Total | 0.0853 | 1.3632 | 2.3462 | 4.0400e-003 | | 7.0900e-003 | 7.0900e-003 | | 7.0900e-003 | 7.0900e-003 | 0.0000 | 343.0332 | 343.0332 | 0.0138 | 0.0000 | 343.3773 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0719 | 0.0719 | 0.0000 | 1.0000e-005 | 0.0753 |
| Vendor | 0.0374 | 1.6614 | 0.4696 | 6.7200e-003 | 0.2537 | 0.0107 | 0.2644 | 0.0733 | 0.0102 | 0.0836 | 0.0000 | 643.9881 | 643.9881 | 2.8000e-003 | 0.0958 | 672.6187 |
| Worker | 0.2953 | 0.1650 | 2.5187 | 8.5400e-003 | 1.2443 | 3.8500e-003 | 1.2481 | 0.3308 | 3.5400e-003 | 0.3344 | 0.0000 | 783.2806 | 783.2806 | 0.0158 | 0.0196 | 789.5241 |
| Total | 0.3327 | 1.8266 | 2.9884 | 0.0153 | 1.4980 | 0.0146 | 1.5125 | 0.4042 | 0.0138 | 0.4179 | 0.0000 | 1,427.3407 | 1,427.3407 | 0.0186 | 0.1155 | 1,462.2181 |

3.4 Building Construction - 2032

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 | 0.1715 | 1.0394 | 2.1166 | 4.0600e-003 | | 0.0194 | 0.0194 | | 0.0194 | 0.0194 | 0.0000 | 344.3479 | 344.3479 | 0.0138 | 0.0000 | 344.6933 |
| Total | 0.1715 | 1.0394 | 2.1166 | 4.0600e-003 | | 0.0194 | 0.0194 | | 0.0194 | 0.0194 | 0.0000 | 344.3479 | 344.3479 | 0.0138 | 0.0000 | 344.6933 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0709 | 0.0709 | 0.0000 | 1.0000e-005 | 0.0742 |
| Vendor | 0.0373 | 1.6619 | 0.4707 | 6.6400e-003 | 0.2547 | 0.0107 | 0.2654 | 0.0736 | 0.0102 | 0.0838 | 0.0000 | 636.8287 | 636.8287 | 2.7800e-003 | 0.0947 | 665.1169 |
| Worker | 0.2759 | 0.1537 | 2.4257 | 8.4100e-003 | 1.2490 | 3.6100e-003 | 1.2526 | 0.3321 | 3.3200e-003 | 0.3354 | 0.0000 | 771.0385 | 771.0385 | 0.0147 | 0.0190 | 777.0804 |
| Total | 0.3133 | 1.8158 | 2.8964 | 0.0151 | 1.5037 | 0.0143 | 1.5180 | 0.4057 | 0.0135 | 0.4192 | 0.0000 | 1,407.9381 | 1,407.9381 | 0.0175 | 0.1137 | 1,442.2715 |

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 | 0.0856 | 1.3684 | 2.3552 | 4.0600e-003 | | 7.1100e-003 | 7.1100e-003 | | 7.1100e-003 | 7.1100e-003 | 0.0000 | 344.3475 | 344.3475 | 0.0138 | 0.0000 | 344.6929 |
| Total | 0.0856 | 1.3684 | 2.3552 | 4.0600e-003 | | 7.1100e-003 | 7.1100e-003 | | 7.1100e-003 | 7.1100e-003 | 0.0000 | 344.3475 | 344.3475 | 0.0138 | 0.0000 | 344.6929 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

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 | 1.8000e-004 | 4.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0709 | 0.0709 | 0.0000 | 1.0000e-005 | 0.0742 |
| Vendor | 0.0373 | 1.6619 | 0.4707 | 6.6400e-003 | 0.2547 | 0.0107 | 0.2654 | 0.0736 | 0.0102 | 0.0838 | 0.0000 | 636.8287 | 636.8287 | 2.7800e-003 | 0.0947 | 665.1169 |
| Worker | 0.2759 | 0.1537 | 2.4257 | 8.4100e-003 | 1.2490 | 3.6100e-003 | 1.2526 | 0.3321 | 3.3200e-003 | 0.3354 | 0.0000 | 771.0385 | 771.0385 | 0.0147 | 0.0190 | 777.0804 |
| Total | 0.3133 | 1.8158 | 2.8964 | 0.0151 | 1.5037 | 0.0143 | 1.5180 | 0.4057 | 0.0135 | 0.4192 | 0.0000 | 1,407.9381 | 1,407.9381 | 0.0175 | 0.1137 | 1,442.2715 |

3.4 Building Construction - 2033

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 | 0.0295 | 0.1785 | 0.3635 | 7.0000e-004 | | 3.3300e-003 | 3.3300e-003 | | 3.3300e-003 | 3.3300e-003 | 0.0000 | 59.1437 | 59.1437 | 2.3700e-003 | 0.0000 | 59.2031 |
| Total | 0.0295 | 0.1785 | 0.3635 | 7.0000e-004 | | 3.3300e-003 | 3.3300e-003 | | 3.3300e-003 | 3.3300e-003 | 0.0000 | 59.1437 | 59.1437 | 2.3700e-003 | 0.0000 | 59.2031 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

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 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0120 | 0.0120 | 0.0000 | 0.0000 | 0.0125 |
| Vendor | 6.3800e-003 | 0.2847 | 0.0809 | 1.1300e-003 | 0.0437 | 1.8300e-003 | 0.0456 | 0.0126 | 1.7500e-003 | 0.0144 | 0.0000 | 107.9277 | 107.9277 | 4.7000e-004 | 0.0160 | 112.7184 |
| Worker | 0.0442 | 0.0246 | 0.4012 | 1.4200e-003 | 0.2145 | 5.8000e-004 | 0.2151 | 0.0570 | 5.3000e-004 | 0.0576 | 0.0000 | 130.1048 | 130.1048 | 2.3500e-003 | 3.1700e-003 | 131.1097 |
| Total | 0.0506 | 0.3094 | 0.4821 | 2.5500e-003 | 0.2583 | 2.4100e-003 | 0.2607 | 0.0697 | 2.2800e-003 | 0.0720 | 0.0000 | 238.0444 | 238.0444 | 2.8200e-003 | 0.0192 | 243.8406 |

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 | 0.0147 | 0.2350 | 0.4045 | 7.0000e-004 | | 1.2200e-003 | 1.2200e-003 | | 1.2200e-003 | 1.2200e-003 | 0.0000 | 59.1437 | 59.1437 | 2.3700e-003 | 0.0000 | 59.2030 |
| Total | 0.0147 | 0.2350 | 0.4045 | 7.0000e-004 | | 1.2200e-003 | 1.2200e-003 | | 1.2200e-003 | 1.2200e-003 | 0.0000 | 59.1437 | 59.1437 | 2.3700e-003 | 0.0000 | 59.2030 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

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 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0120 | 0.0120 | 0.0000 | 0.0000 | 0.0125 |
| Vendor | 6.3800e-003 | 0.2847 | 0.0809 | 1.1300e-003 | 0.0437 | 1.8300e-003 | 0.0456 | 0.0126 | 1.7500e-003 | 0.0144 | 0.0000 | 107.9277 | 107.9277 | 4.7000e-004 | 0.0160 | 112.7184 |
| Worker | 0.0442 | 0.0246 | 0.4012 | 1.4200e-003 | 0.2145 | 5.8000e-004 | 0.2151 | 0.0570 | 5.3000e-004 | 0.0576 | 0.0000 | 130.1048 | 130.1048 | 2.3500e-003 | 3.1700e-003 | 131.1097 |
| Total | 0.0506 | 0.3094 | 0.4821 | 2.5500e-003 | 0.2583 | 2.4100e-003 | 0.2607 | 0.0697 | 2.2800e-003 | 0.0720 | 0.0000 | 238.0444 | 238.0444 | 2.8200e-003 | 0.0192 | 243.8406 |

3.5 Paving - 2033

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 | 0.0762 | 0.3916 | 0.8717 | 1.5400e-003 | | 0.0182 | 0.0182 | | 0.0182 | 0.0182 | 0.0000 | 132.5473 | 132.5473 | 6.2100e-003 | 0.0000 | 132.7027 |
| Paving | 0.0294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.1055 | 0.3916 | 0.8717 | 1.5400e-003 | | 0.0182 | 0.0182 | | 0.0182 | 0.0182 | 0.0000 | 132.5473 | 132.5473 | 6.2100e-003 | 0.0000 | 132.7027 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2033

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 | 1.0000e-005 | 7.0000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2750 | 0.2750 | 0.0000 | 4.0000e-005 | 0.2879 |
| Vendor | 2.1000e-004 | 9.4700e-003 | 2.6900e-003 | 4.0000e-005 | 1.4500e-003 | 6.0000e-005 | 1.5200e-003 | 4.2000e-004 | 6.0000e-005 | 4.8000e-004 | 0.0000 | 3.5894 | 3.5894 | 2.0000e-005 | 5.3000e-004 | 3.7488 |
| Worker | 1.3500e-003 | 7.5000e-004 | 0.0123 | 4.0000e-005 | 6.5700e-003 | 2.0000e-005 | 6.5900e-003 | 1.7500e-003 | 2.0000e-005 | 1.7600e-003 | 0.0000 | 3.9854 | 3.9854 | 7.0000e-005 | 1.0000e-004 | 4.0162 |
| Total | 1.5700e-003 | 0.0109 | 0.0151 | 8.0000e-005 | 8.1200e-003 | 9.0000e-005 | 8.2200e-003 | 2.2000e-003 | 9.0000e-005 | 2.2700e-003 | 0.0000 | 7.8498 | 7.8498 | 9.0000e-005 | 6.7000e-004 | 8.0529 |

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 | 0.0184 | 0.5522 | 0.9513 | 1.5400e-003 | | 2.0600e-003 | 2.0600e-003 | | 2.0600e-003 | 2.0600e-003 | 0.0000 | 132.5472 | 132.5472 | 6.2100e-003 | 0.0000 | 132.7025 |
| Paving | 0.0294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0478 | 0.5522 | 0.9513 | 1.5400e-003 | | 2.0600e-003 | 2.0600e-003 | | 2.0600e-003 | 2.0600e-003 | 0.0000 | 132.5472 | 132.5472 | 6.2100e-003 | 0.0000 | 132.7025 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2033

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 | 1.0000e-005 | 7.0000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.2750 | 0.2750 | 0.0000 | 4.0000e-005 | 0.2879 |
| Vendor | 2.1000e-004 | 9.4700e-003 | 2.6900e-003 | 4.0000e-005 | 1.4500e-003 | 6.0000e-005 | 1.5200e-003 | 4.2000e-004 | 6.0000e-005 | 4.8000e-004 | 0.0000 | 3.5894 | 3.5894 | 2.0000e-005 | 5.3000e-004 | 3.7488 |
| Worker | 1.3500e-003 | 7.5000e-004 | 0.0123 | 4.0000e-005 | 6.5700e-003 | 2.0000e-005 | 6.5900e-003 | 1.7500e-003 | 2.0000e-005 | 1.7600e-003 | 0.0000 | 3.9854 | 3.9854 | 7.0000e-005 | 1.0000e-004 | 4.0162 |
| Total | 1.5700e-003 | 0.0109 | 0.0151 | 8.0000e-005 | 8.1200e-003 | 9.0000e-005 | 8.2200e-003 | 2.2000e-003 | 9.0000e-005 | 2.2700e-003 | 0.0000 | 7.8498 | 7.8498 | 9.0000e-005 | 6.7000e-004 | 8.0529 |

3.6 Architectural Coating - 2033

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 | 3.1600 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.8600e-003 | 0.0450 | 0.0944 | 1.6000e-004 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 13.4046 | 13.4046 | 5.4000e-004 | 0.0000 | 13.4181 |
| Total | 3.1669 | 0.0450 | 0.0944 | 1.6000e-004 | | 1.0700e-003 | 1.0700e-003 | | 1.0700e-003 | 1.0700e-003 | 0.0000 | 13.4046 | 13.4046 | 5.4000e-004 | 0.0000 | 13.4181 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2033

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 | 1.1000e-004 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0438 | 0.0438 | 0.0000 | 1.0000e-005 | 0.0458 |
| 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 | 0.0206 | 0.0115 | 0.1869 | 6.6000e-004 | 0.1000 | 2.7000e-004 | 0.1002 | 0.0266 | 2.5000e-004 | 0.0268 | 0.0000 | 60.6141 | 60.6141 | 1.0900e-003 | 1.4800e-003 | 61.0823 |
| Total | 0.0206 | 0.0116 | 0.1869 | 6.6000e-004 | 0.1000 | 2.7000e-004 | 0.1002 | 0.0266 | 2.5000e-004 | 0.0268 | 0.0000 | 60.6579 | 60.6579 | 1.0900e-003 | 1.4900e-003 | 61.1281 |

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 | 3.1600 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.8600e-003 | 0.0556 | 0.0962 | 1.6000e-004 | | 2.1000e-004 | 2.1000e-004 | | 2.1000e-004 | 2.1000e-004 | 0.0000 | 13.4046 | 13.4046 | 5.4000e-004 | 0.0000 | 13.4181 |
| Total | 3.1629 | 0.0556 | 0.0962 | 1.6000e-004 | | 2.1000e-004 | 2.1000e-004 | | 2.1000e-004 | 2.1000e-004 | 0.0000 | 13.4046 | 13.4046 | 5.4000e-004 | 0.0000 | 13.4181 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2033

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 | 1.1000e-004 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0438 | 0.0438 | 0.0000 | 1.0000e-005 | 0.0458 |
| 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 | 0.0206 | 0.0115 | 0.1869 | 6.6000e-004 | 0.1000 | 2.7000e-004 | 0.1002 | 0.0266 | 2.5000e-004 | 0.0268 | 0.0000 | 60.6141 | 60.6141 | 1.0900e-003 | 1.4800e-003 | 61.0823 |
| Total | 0.0206 | 0.0116 | 0.1869 | 6.6000e-004 | 0.1000 | 2.7000e-004 | 0.1002 | 0.0266 | 2.5000e-004 | 0.0268 | 0.0000 | 60.6579 | 60.6579 | 1.0900e-003 | 1.4900e-003 | 61.1281 |

3.6 Architectural Coating - 2034

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 | 0.1505 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.3000e-004 | 2.1400e-003 | 4.4900e-003 | 1.0000e-005 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.6383 | 0.6383 | 3.0000e-005 | 0.0000 | 0.6390 |
| Total | 0.1508 | 2.1400e-003 | 4.4900e-003 | 1.0000e-005 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.6383 | 0.6383 | 3.0000e-005 | 0.0000 | 0.6390 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2034

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 2.0500e-003 | 2.0500e-003 | 0.0000 | 0.0000 | 2.1500e-003 |
| 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 | 9.2000e-004 | 5.2000e-004 | 8.6000e-003 | 3.0000e-005 | 4.7600e-003 | 1.0000e-005 | 4.7700e-003 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 0.0000 | 2.8409 | 2.8409 | 5.0000e-005 | 7.0000e-005 | 2.8626 |
| Total | 9.2000e-004 | 5.3000e-004 | 8.6000e-003 | 3.0000e-005 | 4.7600e-003 | 1.0000e-005 | 4.7700e-003 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 0.0000 | 2.8429 | 2.8429 | 5.0000e-005 | 7.0000e-005 | 2.8647 |

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 | 0.1505 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.4000e-004 | 2.6500e-003 | 4.5800e-003 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 0.6383 | 0.6383 | 3.0000e-005 | 0.0000 | 0.6390 |
| Total | 0.1506 | 2.6500e-003 | 4.5800e-003 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 0.6383 | 0.6383 | 3.0000e-005 | 0.0000 | 0.6390 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2034

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 2.0500e-003 | 2.0500e-003 | 0.0000 | 0.0000 | 2.1500e-003 |
| 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 | 9.2000e-004 | 5.2000e-004 | 8.6000e-003 | 3.0000e-005 | 4.7600e-003 | 1.0000e-005 | 4.7700e-003 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 0.0000 | 2.8409 | 2.8409 | 5.0000e-005 | 7.0000e-005 | 2.8626 |
| Total | 9.2000e-004 | 5.3000e-004 | 8.6000e-003 | 3.0000e-005 | 4.7600e-003 | 1.0000e-005 | 4.7700e-003 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 0.0000 | 2.8429 | 2.8429 | 5.0000e-005 | 7.0000e-005 | 2.8647 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 |
| Apartments Low Rise | 0.00 | 0.00 | 0.00 | | |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 0.00 | 0.00 | 0.00 | | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

4.4 Fleet Mix

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| City Park | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| Condo/Townhouse | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| Other Asphalt Surfaces | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| Parking Lot | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |

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 | 692.5901 | 692.5901 | 0.0719 | 8.7100e-003 | 696.9837 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 692.5901 | 692.5901 | 0.0719 | 8.7100e-003 | 696.9837 |
| NaturalGas Mitigated | 0.0695 | 0.5941 | 0.2528 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 687.9766 | 687.9766 | 0.0132 | 0.0126 | 692.0649 |
| NaturalGas Unmitigated | 0.0695 | 0.5941 | 0.2528 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 687.9766 | 687.9766 | 0.0132 | 0.0126 | 692.0649 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 5.25524e+006 | 0.0283 | 0.2422 | 0.1030 | 1.5500e-003 | | 0.0196 | 0.0196 | | 0.0196 | 0.0196 | 0.0000 | 280.4395 | 280.4395 | 5.3800e-003 | 5.1400e-003 | 282.1060 |
| City Park | 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 |
| Condo/Townhouse | 7.63696e+006 | 0.0412 | 0.3519 | 0.1497 | 2.2500e-003 | | 0.0285 | 0.0285 | | 0.0285 | 0.0285 | 0.0000 | 407.5371 | 407.5371 | 7.8100e-003 | 7.4700e-003 | 409.9589 |
| 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 |
| Total | | 0.0695 | 0.5941 | 0.2528 | 3.8000e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 687.9766 | 687.9766 | 0.0132 | 0.0126 | 692.0649 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 5.25524e+006 | 0.0283 | 0.2422 | 0.1030 | 1.5500e-003 | | 0.0196 | 0.0196 | | 0.0196 | 0.0196 | 0.0000 | 280.4395 | 280.4395 | 5.3800e-003 | 5.1400e-003 | 282.1060 |
| City Park | 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 |
| Condo/Townhouse | 7.63696e+006 | 0.0412 | 0.3519 | 0.1497 | 2.2500e-003 | | 0.0285 | 0.0285 | | 0.0285 | 0.0285 | 0.0000 | 407.5371 | 407.5371 | 7.8100e-003 | 7.4700e-003 | 409.9589 |
| 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 |
| Total | | 0.0695 | 0.5941 | 0.2528 | 3.8000e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | 0.0000 | 687.9766 | 687.9766 | 0.0132 | 0.0126 | 692.0649 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.34384e+006 | 193.8078 | 0.0201 | 2.4400e-003 | 195.0373 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.28743e+006 | 474.1121 | 0.0492 | 5.9600e-003 | 477.1197 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 171060 | 24.6702 | 2.5600e-003 | 3.1000e-004 | 24.8267 |
| Total | | 692.5901 | 0.0719 | 8.7100e-003 | 696.9837 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.34384e+006 | 193.8078 | 0.0201 | 2.4400e-003 | 195.0373 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.28743e+006 | 474.1121 | 0.0492 | 5.9600e-003 | 477.1197 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 171060 | 24.6702 | 2.5600e-003 | 3.1000e-004 | 24.8267 |
| Total | | 692.5901 | 0.0719 | 8.7100e-003 | 696.9837 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use only Natural Gas Hearths

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 3.5920 | 0.4557 | 7.4590 | 2.7600e-003 | | 0.0706 | 0.0706 | | 0.0706 | 0.0706 | 0.0000 | 442.1108 | 442.1108 | 0.0196 | 7.8900e-003 | 444.9499 |
| Unmitigated | 3.5951 | 0.4562 | 7.5120 | 2.7600e-003 | | 0.0709 | 0.0709 | | 0.0709 | 0.0709 | 0.0000 | 442.2193 | 442.2193 | 0.0197 | 7.8900e-003 | 445.0625 |

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 | 0.3311 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.0006 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0435 | 0.3715 | 0.1581 | 2.3700e-003 | | 0.0300 | 0.0300 | | 0.0300 | 0.0300 | 0.0000 | 430.1749 | 430.1749 | 8.2500e-003 | 7.8900e-003 | 432.7313 |
| Landscaping | 0.2200 | 0.0848 | 7.3539 | 3.9000e-004 | | 0.0409 | 0.0409 | | 0.0409 | 0.0409 | 0.0000 | 12.0444 | 12.0444 | 0.0115 | 0.0000 | 12.3313 |
| Total | 3.5951 | 0.4562 | 7.5120 | 2.7600e-003 | | 0.0709 | 0.0709 | | 0.0709 | 0.0709 | 0.0000 | 442.2193 | 442.2193 | 0.0197 | 7.8900e-003 | 445.0625 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.3311 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.0006 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0435 | 0.3715 | 0.1581 | 2.3700e-003 | | 0.0300 | 0.0300 | | 0.0300 | 0.0300 | 0.0000 | 430.1749 | 430.1749 | 8.2500e-003 | 7.8900e-003 | 432.7313 |
| Landscaping | 0.2169 | 0.0843 | 7.3009 | 3.9000e-004 | | 0.0406 | 0.0406 | | 0.0406 | 0.0406 | 0.0000 | 11.9359 | 11.9359 | 0.0113 | 0.0000 | 12.2187 |
| Total | 3.5920 | 0.4557 | 7.4590 | 2.7600e-003 | | 0.0706 | 0.0706 | | 0.0706 | 0.0706 | 0.0000 | 442.1108 | 442.1108 | 0.0196 | 7.8900e-003 | 444.9499 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 75.1585 | 1.6926 | 0.0406 | 129.5621 |
| Unmitigated | 93.9482 | 2.1158 | 0.0507 | 161.9526 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|------------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 21.2402 / 13.3906 | 30.0730 | 0.6945 | 0.0166 | 52.3938 |
| City Park | 0 / 4.64678 | 2.3456 | 2.4000e-004 | 3.0000e-005 | 2.3604 |
| Condo/Townhouse | 43.4577 / 27.3973 | 61.5297 | 1.4210 | 0.0340 | 107.1984 |
| 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 |
| Total | | 93.9482 | 2.1158 | 0.0507 | 161.9526 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|------------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 16.9922 / 10.7125 | 24.0584 | 0.5556 | 0.0133 | 41.9151 |
| City Park | 0 / 3.71742 | 1.8764 | 1.9000e-004 | 2.0000e-005 | 1.8883 |
| Condo/Townhouse | 34.7662 / 21.9178 | 49.2237 | 1.1368 | 0.0272 | 85.7587 |
| 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 |
| Total | | 75.1585 | 1.6926 | 0.0406 | 129.5621 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| | MT/yr | | | |
| Mitigated | 64.9539 | 3.8387 | 0.0000 | 160.9204 |
| Unmitigated | 92.7912 | 5.4838 | 0.0000 | 229.8863 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|------------------------|----------------|----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 149.96 | 30.4405 | 1.7990 | 0.0000 | 75.4151 |
| City Park | 0.34 | 0.0690 | 4.0800e-003 | 0.0000 | 0.1710 |
| Condo/Townhouse | 306.82 | 62.2817 | 3.6807 | 0.0000 | 154.3002 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 92.7912 | 5.4838 | 0.0000 | 229.8863 |

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|------------------------|----------------|----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 104.972 | 21.3084 | 1.2593 | 0.0000 | 52.7906 |
| City Park | 0.238 | 0.0483 | 2.8600e-003 | 0.0000 | 0.1197 |
| Condo/Townhouse | 214.774 | 43.5972 | 2.5765 | 0.0000 | 108.0102 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 64.9539 | 3.8387 | 0.0000 | 160.9204 |

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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

Phase 2 Multifamily Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

User Defined Equipment

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Single-family Residential - Tier 4 Mitigated Construction

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------------|----------|---------------|-------------|--------------------|------------|
| City Park | 9.90 | Acre | 9.90 | 431,244.00 | 0 |
| Single Family Housing | 1,087.00 | Dwelling Unit | 207.60 | 1,956,600.00 | 3109 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2035 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Single-Family Detached Housing
 Unmitigated Construction and 2037 Operations (2035 operational year used, as the closest options in CalEEMod are 2035 or 2040)
 CO2 intensity factor updated to match RPS requirements

Land Use - 204.5 acres of Low Density Residential (up to 1,022 units)
 Plus 65 units of low density residential in place of the 13.0 acre elementary school
 1,022+65=1,087

Construction Phase - No demolition
 Construction schedule adjusted to estimate construction of 100 low-density residential units per year on average and anticipated project buildout timeline

Off-road Equipment -

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
 Additional vendor trips added to the paving phase to account for delivery of materials.

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only - zeroed out operational trips

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning (not relevant for construction only run)

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017. (not relevant for construction only run)

Area Coating - Rule 4601 Architectural Coatings (not relevant for construction only run)

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII
Mitigation: Tier 4 mitigation applied to construction equipment >75 HP (Tier 4 Final applied)

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).
(not relevant for construction only run)

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance
(not relevant for construction only run)

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)
(not relevant for construction only run)

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 6.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------------------|----------------------------|-----------|--------------|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 12.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 4,650.00 | 2,535.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblLandUse | LotAcreage | 352.92 | 207.60 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.40 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------------|--------------------|----------|--------|
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.50 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 36.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 9.54 | 0.00 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 8.55 | 0.00 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 9.44 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.0832 | 0.8340 | 0.6039 | 1.3000e-003 | 0.7441 | 0.0359 | 0.7800 | 0.3444 | 0.0330 | 0.3775 | 0.0000 | 113.9675 | 113.9675 | 0.0358 | 1.2000e-004 | 114.8979 |
| 2027 | 1.0276 | 8.8231 | 10.6115 | 0.0257 | 3.1505 | 0.3357 | 3.4862 | 1.1199 | 0.3117 | 1.4316 | 0.0000 | 2,297.9392 | 2,297.9392 | 0.4199 | 0.0796 | 2,332.1642 |
| 2028 | 0.9429 | 8.0860 | 9.5307 | 0.0244 | 2.3015 | 0.2966 | 2.5981 | 0.7210 | 0.2757 | 0.9967 | 0.0000 | 2,182.0440 | 2,182.0440 | 0.3939 | 0.0760 | 2,214.5245 |
| 2029 | 0.6011 | 4.9569 | 6.2596 | 0.0170 | 1.6749 | 0.1681 | 1.8430 | 0.3818 | 0.1575 | 0.5393 | 0.0000 | 1,532.5554 | 1,532.5554 | 0.1929 | 0.0736 | 1,559.3012 |
| 2030 | 0.4904 | 3.0482 | 5.4366 | 0.0159 | 0.7560 | 0.0443 | 0.8003 | 0.2047 | 0.0439 | 0.2486 | 0.0000 | 1,428.8747 | 1,428.8747 | 0.0353 | 0.0718 | 1,451.1592 |
| 2031 | 0.4787 | 3.0371 | 5.3767 | 0.0158 | 0.7560 | 0.0442 | 0.8001 | 0.2047 | 0.0437 | 0.2484 | 0.0000 | 1,413.8184 | 1,413.8184 | 0.0346 | 0.0703 | 1,435.6458 |
| 2032 | 0.4706 | 3.0393 | 5.3478 | 0.0157 | 0.7589 | 0.0442 | 0.8030 | 0.2055 | 0.0437 | 0.2492 | 0.0000 | 1,405.8275 | 1,405.8275 | 0.0342 | 0.0693 | 1,427.3432 |
| 2033 | 0.4580 | 3.0085 | 5.2644 | 0.0154 | 0.7531 | 0.0437 | 0.7967 | 0.2039 | 0.0433 | 0.2472 | 0.0000 | 1,383.3413 | 1,383.3413 | 0.0334 | 0.0677 | 1,404.3524 |
| 2034 | 0.4502 | 3.0012 | 5.2270 | 0.0153 | 0.7531 | 0.0435 | 0.7966 | 0.2039 | 0.0431 | 0.2471 | 0.0000 | 1,372.8097 | 1,372.8097 | 0.0330 | 0.0667 | 1,393.5189 |
| 2035 | 0.9091 | 2.8321 | 5.2508 | 0.0154 | 0.7678 | 0.0299 | 0.7977 | 0.2079 | 0.0295 | 0.2374 | 0.0000 | 1,379.0499 | 1,379.0499 | 0.0311 | 0.0663 | 1,399.5889 |
| 2036 | 5.2019 | 2.1436 | 4.1941 | 0.0122 | 0.6635 | 0.0230 | 0.6865 | 0.1791 | 0.0227 | 0.2018 | 0.0000 | 1,089.4349 | 1,089.4349 | 0.0246 | 0.0493 | 1,104.7522 |
| 2037 | 0.7850 | 0.0179 | 0.0711 | 1.8000e-004 | 0.0191 | 2.5000e-004 | 0.0193 | 5.0700e-003 | 2.5000e-004 | 5.3200e-003 | 0.0000 | 16.5907 | 16.5907 | 3.8000e-004 | 2.7000e-004 | 16.6809 |
| Maximum | 5.2019 | 8.8231 | 10.6115 | 0.0257 | 3.1505 | 0.3357 | 3.4862 | 1.1199 | 0.3117 | 1.4316 | 0.0000 | 2,297.9392 | 2,297.9392 | 0.4199 | 0.0796 | 2,332.1642 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.0170 | 0.0679 | 0.7015 | 1.3000e-003 | 0.3375 | 2.0700e-003 | 0.3396 | 0.1557 | 2.0700e-003 | 0.1578 | 0.0000 | 113.9673 | 113.9673 | 0.0358 | 1.2000e-004 | 114.8977 |
| 2027 | 0.4663 | 2.3561 | 11.9909 | 0.0257 | 1.8551 | 0.0444 | 1.8995 | 0.6224 | 0.0439 | 0.6663 | 0.0000 | 2,297.9375 | 2,297.9375 | 0.4199 | 0.0796 | 2,332.1625 |
| 2028 | 0.4368 | 2.2663 | 10.8560 | 0.0244 | 1.4641 | 0.0426 | 1.5066 | 0.4404 | 0.0421 | 0.4825 | 0.0000 | 2,182.0424 | 2,182.0424 | 0.3939 | 0.0760 | 2,214.5229 |
| 2029 | 0.3323 | 1.8711 | 6.8191 | 0.0170 | 1.1720 | 0.0308 | 1.2028 | 0.2851 | 0.0303 | 0.3154 | 0.0000 | 1,532.5545 | 1,532.5545 | 0.1929 | 0.0736 | 1,559.3003 |
| 2030 | 0.2837 | 1.7264 | 5.7724 | 0.0159 | 0.7560 | 0.0218 | 0.7778 | 0.2047 | 0.0214 | 0.2261 | 0.0000 | 1,428.8740 | 1,428.8740 | 0.0353 | 0.0718 | 1,451.1585 |
| 2031 | 0.2720 | 1.7153 | 5.7125 | 0.0158 | 0.7560 | 0.0216 | 0.7776 | 0.2047 | 0.0212 | 0.2259 | 0.0000 | 1,413.8177 | 1,413.8177 | 0.0346 | 0.0703 | 1,435.6451 |
| 2032 | 0.2631 | 1.7124 | 5.6849 | 0.0157 | 0.7589 | 0.0216 | 0.7804 | 0.2055 | 0.0211 | 0.2266 | 0.0000 | 1,405.8268 | 1,405.8268 | 0.0342 | 0.0693 | 1,427.3425 |
| 2033 | 0.2522 | 1.6918 | 5.5990 | 0.0154 | 0.7531 | 0.0213 | 0.7743 | 0.2039 | 0.0208 | 0.2248 | 0.0000 | 1,383.3405 | 1,383.3405 | 0.0334 | 0.0677 | 1,404.3517 |
| 2034 | 0.2444 | 1.6845 | 5.5616 | 0.0153 | 0.7531 | 0.0211 | 0.7742 | 0.2039 | 0.0207 | 0.2247 | 0.0000 | 1,372.8089 | 1,372.8089 | 0.0330 | 0.0667 | 1,393.5182 |
| 2035 | 0.7197 | 1.6762 | 5.5932 | 0.0154 | 0.7678 | 0.0192 | 0.7869 | 0.2079 | 0.0188 | 0.2266 | 0.0000 | 1,379.0492 | 1,379.0492 | 0.0311 | 0.0663 | 1,399.5882 |
| 2036 | 5.0547 | 1.2345 | 4.4454 | 0.0122 | 0.6635 | 0.0145 | 0.6780 | 0.1791 | 0.0142 | 0.1933 | 0.0000 | 1,089.4344 | 1,089.4344 | 0.0246 | 0.0493 | 1,104.7516 |
| 2037 | 0.7832 | 4.6900e-003 | 0.0719 | 1.8000e-004 | 0.0191 | 1.3000e-004 | 0.0192 | 5.0700e-003 | 1.2000e-004 | 5.2000e-003 | 0.0000 | 16.5907 | 16.5907 | 3.8000e-004 | 2.7000e-004 | 16.6809 |
| Maximum | 5.0547 | 2.3561 | 11.9909 | 0.0257 | 1.8551 | 0.0444 | 1.8995 | 0.6224 | 0.0439 | 0.6663 | 0.0000 | 2,297.9375 | 2,297.9375 | 0.4199 | 0.0796 | 2,332.1625 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 23.31 | 57.95 | -8.92 | 0.00 | 23.23 | 76.47 | 27.38 | 26.71 | 75.51 | 36.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 10-1-2026 | 12-31-2026 | 0.9134 | 0.0847 |
| 2 | 1-1-2027 | 3-31-2027 | 2.3800 | 0.6771 |
| 3 | 4-1-2027 | 6-30-2027 | 2.4135 | 0.6800 |
| 4 | 7-1-2027 | 9-30-2027 | 2.5194 | 0.7274 |
| 5 | 10-1-2027 | 12-31-2027 | 2.5361 | 0.7441 |
| 6 | 1-1-2028 | 3-31-2028 | 2.5003 | 0.7278 |
| 7 | 4-1-2028 | 6-30-2028 | 2.1880 | 0.6584 |
| 8 | 7-1-2028 | 9-30-2028 | 2.1909 | 0.6619 |
| 9 | 10-1-2028 | 12-31-2028 | 2.2072 | 0.6782 |
| 10 | 1-1-2029 | 3-31-2029 | 2.0412 | 0.6410 |
| 11 | 4-1-2029 | 6-30-2029 | 1.1544 | 0.5124 |
| 12 | 7-1-2029 | 9-30-2029 | 1.1671 | 0.5180 |
| 13 | 10-1-2029 | 12-31-2029 | 1.1834 | 0.5344 |
| 14 | 1-1-2030 | 3-31-2030 | 0.8809 | 0.5044 |
| 15 | 4-1-2030 | 6-30-2030 | 0.8744 | 0.4938 |
| 16 | 7-1-2030 | 9-30-2030 | 0.8840 | 0.4992 |
| 17 | 10-1-2030 | 12-31-2030 | 0.9005 | 0.5156 |
| 18 | 1-1-2031 | 3-31-2031 | 0.8750 | 0.4986 |
| 19 | 4-1-2031 | 6-30-2031 | 0.8684 | 0.4877 |
| 20 | 7-1-2031 | 9-30-2031 | 0.8779 | 0.4931 |
| 21 | 10-1-2031 | 12-31-2031 | 0.8945 | 0.5097 |
| 22 | 1-1-2032 | 3-31-2032 | 0.8798 | 0.4991 |
| 23 | 4-1-2032 | 6-30-2032 | 0.8633 | 0.4826 |
| 24 | 7-1-2032 | 9-30-2032 | 0.8728 | 0.4879 |
| 25 | 10-1-2032 | 12-31-2032 | 0.8894 | 0.5046 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|----|-----------|------------|--------|--------|
| 26 | 1-1-2033 | 3-31-2033 | 0.8659 | 0.4894 |
| 27 | 4-1-2033 | 6-30-2033 | 0.8589 | 0.4782 |
| 28 | 7-1-2033 | 9-30-2033 | 0.8683 | 0.4835 |
| 29 | 10-1-2033 | 12-31-2033 | 0.8851 | 0.5003 |
| 30 | 1-1-2034 | 3-31-2034 | 0.8620 | 0.4856 |
| 31 | 4-1-2034 | 6-30-2034 | 0.8548 | 0.4742 |
| 32 | 7-1-2034 | 9-30-2034 | 0.8642 | 0.4794 |
| 33 | 10-1-2034 | 12-31-2034 | 0.8812 | 0.4964 |
| 34 | 1-1-2035 | 3-31-2035 | 0.8076 | 0.4785 |
| 35 | 4-1-2035 | 6-30-2035 | 0.7996 | 0.4669 |
| 36 | 7-1-2035 | 9-30-2035 | 0.8084 | 0.4720 |
| 37 | 10-1-2035 | 12-31-2035 | 1.3310 | 0.9851 |
| 38 | 1-1-2036 | 3-31-2036 | 2.0597 | 1.7037 |
| 39 | 4-1-2036 | 6-30-2036 | 2.0429 | 1.6868 |
| 40 | 7-1-2036 | 9-30-2036 | 1.9599 | 1.6438 |
| 41 | 10-1-2036 | 12-31-2036 | 1.2568 | 1.2332 |
| 42 | 1-1-2037 | 3-31-2037 | 0.8196 | 0.8043 |
| | | Highest | 2.5361 | 1.7037 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 6.6890 | 0.4994 | 8.2158 | 3.0200e-003 | | 0.0776 | 0.0776 | | 0.0776 | 0.0776 | 0.0000 | 484.0806 | 484.0806 | 0.0216 | 8.6300e-003 | 487.1927 |
| Energy | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 2,622.9725 | 2,622.9725 | 0.1556 | 0.0409 | 2,639.0589 |
| 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 | 227.3682 | 0.0000 | 227.3682 | 13.4371 | 0.0000 | 563.2950 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 22.4687 | 83.7594 | 106.2281 | 2.3164 | 0.0555 | 180.6915 |
| Total | 6.8282 | 1.6896 | 8.7223 | 0.0106 | 0.0000 | 0.1739 | 0.1739 | 0.0000 | 0.1739 | 0.1739 | 249.8368 | 3,190.8125 | 3,440.6493 | 15.9307 | 0.1051 | 3,870.2380 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 6.6856 | 0.4988 | 8.1579 | 3.0200e-003 | | 0.0773 | 0.0773 | | 0.0773 | 0.0773 | 0.0000 | 483.9619 | 483.9619 | 0.0214 | 8.6300e-003 | 487.0695 |
| Energy | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 2,622.9725 | 2,622.9725 | 0.1556 | 0.0409 | 2,639.0589 |
| 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 | 159.1577 | 0.0000 | 159.1577 | 9.4060 | 0.0000 | 394.3065 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 17.9750 | 67.0075 | 84.9824 | 1.8532 | 0.0444 | 144.5532 |
| Total | 6.8249 | 1.6891 | 8.6644 | 0.0106 | 0.0000 | 0.1735 | 0.1735 | 0.0000 | 0.1735 | 0.1735 | 177.1327 | 3,173.9419 | 3,351.0745 | 11.4361 | 0.0940 | 3,664.9880 |

| | 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 | 0.05 | 0.03 | 0.66 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.20 | 0.20 | 29.10 | 0.53 | 2.60 | 28.21 | 10.56 | 5.30 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2026 | 6/9/2027 | 5 | 180 | |
| 2 | Building Construction | Building Construction | 1/1/2027 | 9/18/2036 | 5 | 2535 | |
| 3 | Paving | Paving | 1/1/2027 | 4/6/2028 | 5 | 330 | |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | |
|---|-----------------------|-----------------------|------------|-----------|---|-----|
| 4 | Grading | Grading | 6/10/2027 | 3/21/2029 | 5 | 465 |
| 5 | Architectural Coating | Architectural Coating | 11/25/2035 | 3/1/2037 | 5 | 330 |

Acres of Grading (Site Preparation Phase): 270

Acres of Grading (Grading Phase): 1395

Acres of Paving: 0

Residential Indoor: 3,962,115; Residential Outdoor: 1,320,705; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 2 | 6.40 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 7.30 | 89 | 0.20 |
| Building Construction | Generator Sets | 2 | 7.30 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 6.50 | 97 | 0.37 |
| Building Construction | Welders | 2 | 7.30 | 46 | 0.45 |
| 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 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 18 | 572.00 | 187.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 36.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 114.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2026

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 | | | | | 0.7394 | 0.0000 | 0.7394 | 0.3432 | 0.0000 | 0.3432 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0816 | 0.8327 | 0.5911 | 1.2600e-003 | | 0.0359 | 0.0359 | | 0.0330 | 0.0330 | 0.0000 | 110.4411 | 110.4411 | 0.0357 | 0.0000 | 111.3340 |
| Total | 0.0816 | 0.8327 | 0.5911 | 1.2600e-003 | 0.7394 | 0.0359 | 0.7752 | 0.3432 | 0.0330 | 0.3762 | 0.0000 | 110.4411 | 110.4411 | 0.0357 | 0.0000 | 111.3340 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | 1.0000e-005 | 3.2000e-004 | 7.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1371 | 0.1371 | 0.0000 | 2.0000e-005 | 0.1435 |
| 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 | 1.6300e-003 | 1.0100e-003 | 0.0127 | 4.0000e-005 | 4.7300e-003 | 2.0000e-005 | 4.7500e-003 | 1.2600e-003 | 2.0000e-005 | 1.2800e-003 | 0.0000 | 3.3893 | 3.3893 | 9.0000e-005 | 1.0000e-004 | 3.4203 |
| Total | 1.6400e-003 | 1.3300e-003 | 0.0128 | 4.0000e-005 | 4.7700e-003 | 2.0000e-005 | 4.8000e-003 | 1.2700e-003 | 2.0000e-005 | 1.2900e-003 | 0.0000 | 3.5264 | 3.5264 | 9.0000e-005 | 1.2000e-004 | 3.5638 |

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 | | | | | 0.3327 | 0.0000 | 0.3327 | 0.1544 | 0.0000 | 0.1544 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0154 | 0.0666 | 0.6887 | 1.2600e-003 | | 2.0500e-003 | 2.0500e-003 | | 2.0500e-003 | 2.0500e-003 | 0.0000 | 110.4409 | 110.4409 | 0.0357 | 0.0000 | 111.3339 |
| Total | 0.0154 | 0.0666 | 0.6887 | 1.2600e-003 | 0.3327 | 2.0500e-003 | 0.3348 | 0.1544 | 2.0500e-003 | 0.1565 | 0.0000 | 110.4409 | 110.4409 | 0.0357 | 0.0000 | 111.3339 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | 1.0000e-005 | 3.2000e-004 | 7.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1371 | 0.1371 | 0.0000 | 2.0000e-005 | 0.1435 |
| 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 | 1.6300e-003 | 1.0100e-003 | 0.0127 | 4.0000e-005 | 4.7300e-003 | 2.0000e-005 | 4.7500e-003 | 1.2600e-003 | 2.0000e-005 | 1.2800e-003 | 0.0000 | 3.3893 | 3.3893 | 9.0000e-005 | 1.0000e-004 | 3.4203 |
| Total | 1.6400e-003 | 1.3300e-003 | 0.0128 | 4.0000e-005 | 4.7700e-003 | 2.0000e-005 | 4.8000e-003 | 1.2700e-003 | 2.0000e-005 | 1.2900e-003 | 0.0000 | 3.5264 | 3.5264 | 9.0000e-005 | 1.2000e-004 | 3.5638 |

3.2 Site Preparation - 2027

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 | | | | | 1.1729 | 0.0000 | 1.1729 | 0.5815 | 0.0000 | 0.5815 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1409 | 1.4383 | 1.0210 | 2.1700e-003 | | 0.0620 | 0.0620 | | 0.0570 | 0.0570 | 0.0000 | 190.7618 | 190.7618 | 0.0617 | 0.0000 | 192.3042 |
| Total | 0.1409 | 1.4383 | 1.0210 | 2.1700e-003 | 1.1729 | 0.0620 | 1.2349 | 0.5815 | 0.0570 | 0.6385 | 0.0000 | 190.7618 | 190.7618 | 0.0617 | 0.0000 | 192.3042 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2027

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 | 1.0000e-005 | 5.4000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2310 | 0.2310 | 0.0000 | 4.0000e-005 | 0.2419 |
| 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 | 2.6100e-003 | 1.5600e-003 | 0.0205 | 6.0000e-005 | 8.1700e-003 | 3.0000e-005 | 8.2100e-003 | 2.1700e-003 | 3.0000e-005 | 2.2000e-003 | 0.0000 | 5.6801 | 5.6801 | 1.5000e-004 | 1.6000e-004 | 5.7302 |
| Total | 2.6200e-003 | 2.1000e-003 | 0.0206 | 6.0000e-005 | 8.2500e-003 | 4.0000e-005 | 8.2900e-003 | 2.1900e-003 | 3.0000e-005 | 2.2300e-003 | 0.0000 | 5.9111 | 5.9111 | 1.5000e-004 | 2.0000e-004 | 5.9721 |

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 | | | | | 0.5278 | 0.0000 | 0.5278 | 0.2617 | 0.0000 | 0.2617 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0265 | 0.1150 | 1.1895 | 2.1700e-003 | | 3.5400e-003 | 3.5400e-003 | | 3.5400e-003 | 3.5400e-003 | 0.0000 | 190.7616 | 190.7616 | 0.0617 | 0.0000 | 192.3040 |
| Total | 0.0265 | 0.1150 | 1.1895 | 2.1700e-003 | 0.5278 | 3.5400e-003 | 0.5314 | 0.2617 | 3.5400e-003 | 0.2652 | 0.0000 | 190.7616 | 190.7616 | 0.0617 | 0.0000 | 192.3040 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2027

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 | 1.0000e-005 | 5.4000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2310 | 0.2310 | 0.0000 | 4.0000e-005 | 0.2419 |
| 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 | 2.6100e-003 | 1.5600e-003 | 0.0205 | 6.0000e-005 | 8.1700e-003 | 3.0000e-005 | 8.2100e-003 | 2.1700e-003 | 3.0000e-005 | 2.2000e-003 | 0.0000 | 5.6801 | 5.6801 | 1.5000e-004 | 1.6000e-004 | 5.7302 |
| Total | 2.6200e-003 | 2.1000e-003 | 0.0206 | 6.0000e-005 | 8.2500e-003 | 4.0000e-005 | 8.2900e-003 | 2.1900e-003 | 3.0000e-005 | 2.2300e-003 | 0.0000 | 5.9111 | 5.9111 | 1.5000e-004 | 2.0000e-004 | 5.9721 |

3.3 Building Construction - 2027

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 | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5691 | 555.5691 | 0.1309 | 0.0000 | 558.8412 |
| Total | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5691 | 555.5691 | 0.1309 | 0.0000 | 558.8412 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0322 | 0.0322 | 0.0000 | 1.0000e-005 | 0.0337 |
| Vendor | 0.0251 | 1.0790 | 0.3085 | 4.6000e-003 | 0.1614 | 6.9800e-003 | 0.1683 | 0.0466 | 6.6700e-003 | 0.0533 | 0.0000 | 441.2556 | 441.2556 | 1.9200e-003 | 0.0660 | 460.9723 |
| Worker | 0.1898 | 0.1137 | 1.4920 | 4.5100e-003 | 0.5946 | 2.4300e-003 | 0.5970 | 0.1581 | 2.2300e-003 | 0.1603 | 0.0000 | 413.2501 | 413.2501 | 0.0107 | 0.0114 | 416.8994 |
| Total | 0.2149 | 1.1928 | 1.8006 | 9.1100e-003 | 0.7559 | 9.4100e-003 | 0.7654 | 0.2047 | 8.9000e-003 | 0.2136 | 0.0000 | 854.5379 | 854.5379 | 0.0126 | 0.0774 | 877.9055 |

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 | 0.1204 | 0.6147 | 4.2221 | 6.4600e-003 | | 0.0188 | 0.0188 | | 0.0188 | 0.0188 | 0.0000 | 555.5685 | 555.5685 | 0.1309 | 0.0000 | 558.8405 |
| Total | 0.1204 | 0.6147 | 4.2221 | 6.4600e-003 | | 0.0188 | 0.0188 | | 0.0188 | 0.0188 | 0.0000 | 555.5685 | 555.5685 | 0.1309 | 0.0000 | 558.8405 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0322 | 0.0322 | 0.0000 | 1.0000e-005 | 0.0337 |
| Vendor | 0.0251 | 1.0790 | 0.3085 | 4.6000e-003 | 0.1614 | 6.9800e-003 | 0.1683 | 0.0466 | 6.6700e-003 | 0.0533 | 0.0000 | 441.2556 | 441.2556 | 1.9200e-003 | 0.0660 | 460.9723 |
| Worker | 0.1898 | 0.1137 | 1.4920 | 4.5100e-003 | 0.5946 | 2.4300e-003 | 0.5970 | 0.1581 | 2.2300e-003 | 0.1603 | 0.0000 | 413.2501 | 413.2501 | 0.0107 | 0.0114 | 416.8994 |
| Total | 0.2149 | 1.1928 | 1.8006 | 9.1100e-003 | 0.7559 | 9.4100e-003 | 0.7654 | 0.2047 | 8.9000e-003 | 0.2136 | 0.0000 | 854.5379 | 854.5379 | 0.0126 | 0.0774 | 877.9055 |

3.3 Building Construction - 2028

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 | 0.3260 | 2.9744 | 3.8413 | 6.4300e-003 | | 0.1258 | 0.1258 | | 0.1183 | 0.1183 | 0.0000 | 553.4405 | 553.4405 | 0.1304 | 0.0000 | 556.7000 |
| Total | 0.3260 | 2.9744 | 3.8413 | 6.4300e-003 | | 0.1258 | 0.1258 | | 0.1183 | 0.1183 | 0.0000 | 553.4405 | 553.4405 | 0.1304 | 0.0000 | 556.7000 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2028

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0313 | 0.0313 | 0.0000 | 0.0000 | 0.0328 |
| Vendor | 0.0246 | 1.0689 | 0.3040 | 4.4900e-003 | 0.1607 | 6.9100e-003 | 0.1676 | 0.0465 | 6.6100e-003 | 0.0531 | 0.0000 | 430.9496 | 430.9496 | 1.8700e-003 | 0.0644 | 450.1788 |
| Worker | 0.1760 | 0.1027 | 1.3989 | 4.3700e-003 | 0.5923 | 2.2600e-003 | 0.5946 | 0.1575 | 2.0800e-003 | 0.1596 | 0.0000 | 400.3269 | 400.3269 | 9.7100e-003 | 0.0107 | 403.7568 |
| Total | 0.2006 | 1.1716 | 1.7029 | 8.8600e-003 | 0.7531 | 9.1700e-003 | 0.7622 | 0.2039 | 8.6900e-003 | 0.2126 | 0.0000 | 831.3077 | 831.3077 | 0.0116 | 0.0751 | 853.9684 |

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 | 0.1200 | 0.6123 | 4.2059 | 6.4300e-003 | | 0.0187 | 0.0187 | | 0.0187 | 0.0187 | 0.0000 | 553.4399 | 553.4399 | 0.1304 | 0.0000 | 556.6994 |
| Total | 0.1200 | 0.6123 | 4.2059 | 6.4300e-003 | | 0.0187 | 0.0187 | | 0.0187 | 0.0187 | 0.0000 | 553.4399 | 553.4399 | 0.1304 | 0.0000 | 556.6994 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2028

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0313 | 0.0313 | 0.0000 | 0.0000 | 0.0328 |
| Vendor | 0.0246 | 1.0689 | 0.3040 | 4.4900e-003 | 0.1607 | 6.9100e-003 | 0.1676 | 0.0465 | 6.6100e-003 | 0.0531 | 0.0000 | 430.9496 | 430.9496 | 1.8700e-003 | 0.0644 | 450.1788 |
| Worker | 0.1760 | 0.1027 | 1.3989 | 4.3700e-003 | 0.5923 | 2.2600e-003 | 0.5946 | 0.1575 | 2.0800e-003 | 0.1596 | 0.0000 | 400.3269 | 400.3269 | 9.7100e-003 | 0.0107 | 403.7568 |
| Total | 0.2006 | 1.1716 | 1.7029 | 8.8600e-003 | 0.7531 | 9.1700e-003 | 0.7622 | 0.2039 | 8.6900e-003 | 0.2126 | 0.0000 | 831.3077 | 831.3077 | 0.0116 | 0.0751 | 853.9684 |

3.3 Building Construction - 2029

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 | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5691 | 555.5691 | 0.1309 | 0.0000 | 558.8412 |
| Total | 0.3272 | 2.9858 | 3.8560 | 6.4600e-003 | | 0.1263 | 0.1263 | | 0.1188 | 0.1188 | 0.0000 | 555.5691 | 555.5691 | 0.1309 | 0.0000 | 558.8412 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2029

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0306 | 0.0306 | 0.0000 | 0.0000 | 0.0321 |
| Vendor | 0.0243 | 1.0659 | 0.3022 | 4.4200e-003 | 0.1614 | 6.8800e-003 | 0.1682 | 0.0466 | 6.5800e-003 | 0.0532 | 0.0000 | 424.1579 | 424.1579 | 1.8400e-003 | 0.0633 | 443.0578 |
| Worker | 0.1642 | 0.0939 | 1.3274 | 4.2700e-003 | 0.5946 | 2.1100e-003 | 0.5967 | 0.1581 | 1.9500e-003 | 0.1600 | 0.0000 | 391.6372 | 391.6372 | 8.9300e-003 | 0.0102 | 394.9039 |
| Total | 0.1885 | 1.1599 | 1.6297 | 8.6900e-003 | 0.7560 | 8.9900e-003 | 0.7650 | 0.2047 | 8.5300e-003 | 0.2133 | 0.0000 | 815.8257 | 815.8257 | 0.0108 | 0.0735 | 837.9937 |

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 | 0.1204 | 0.6147 | 4.2221 | 6.4600e-003 | | 0.0188 | 0.0188 | | 0.0188 | 0.0188 | 0.0000 | 555.5685 | 555.5685 | 0.1309 | 0.0000 | 558.8405 |
| Total | 0.1204 | 0.6147 | 4.2221 | 6.4600e-003 | | 0.0188 | 0.0188 | | 0.0188 | 0.0188 | 0.0000 | 555.5685 | 555.5685 | 0.1309 | 0.0000 | 558.8405 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2029

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0306 | 0.0306 | 0.0000 | 0.0000 | 0.0321 |
| Vendor | 0.0243 | 1.0659 | 0.3022 | 4.4200e-003 | 0.1614 | 6.8800e-003 | 0.1682 | 0.0466 | 6.5800e-003 | 0.0532 | 0.0000 | 424.1579 | 424.1579 | 1.8400e-003 | 0.0633 | 443.0578 |
| Worker | 0.1642 | 0.0939 | 1.3274 | 4.2700e-003 | 0.5946 | 2.1100e-003 | 0.5967 | 0.1581 | 1.9500e-003 | 0.1600 | 0.0000 | 391.6372 | 391.6372 | 8.9300e-003 | 0.0102 | 394.9039 |
| Total | 0.1885 | 1.1599 | 1.6297 | 8.6900e-003 | 0.7560 | 8.9900e-003 | 0.7650 | 0.2047 | 8.5300e-003 | 0.2133 | 0.0000 | 815.8257 | 815.8257 | 0.0108 | 0.0735 | 837.9937 |

3.3 Building Construction - 2030

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 | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8781 | 629.8781 | 0.0253 | 0.0000 | 630.5100 |
| Total | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8781 | 629.8781 | 0.0253 | 0.0000 | 630.5100 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2030

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0299 | 0.0299 | 0.0000 | 0.0000 | 0.0313 |
| Vendor | 0.0240 | 1.0607 | 0.3000 | 4.3400e-003 | 0.1614 | 6.8400e-003 | 0.1682 | 0.0466 | 6.5400e-003 | 0.0532 | 0.0000 | 416.4803 | 416.4803 | 1.8100e-003 | 0.0620 | 435.0149 |
| Worker | 0.1525 | 0.0860 | 1.2622 | 4.1700e-003 | 0.5946 | 1.9700e-003 | 0.5966 | 0.1581 | 1.8200e-003 | 0.1599 | 0.0000 | 382.4864 | 382.4864 | 8.2100e-003 | 9.7700e-003 | 385.6030 |
| Total | 0.1766 | 1.1468 | 1.5622 | 8.5100e-003 | 0.7560 | 8.8100e-003 | 0.7648 | 0.2047 | 8.3600e-003 | 0.2131 | 0.0000 | 798.9966 | 798.9966 | 0.0100 | 0.0718 | 820.6492 |

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 | 0.1071 | 0.5796 | 4.2102 | 7.4200e-003 | | 0.0130 | 0.0130 | | 0.0130 | 0.0130 | 0.0000 | 629.8773 | 629.8773 | 0.0253 | 0.0000 | 630.5092 |
| Total | 0.1071 | 0.5796 | 4.2102 | 7.4200e-003 | | 0.0130 | 0.0130 | | 0.0130 | 0.0130 | 0.0000 | 629.8773 | 629.8773 | 0.0253 | 0.0000 | 630.5092 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2030

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0299 | 0.0299 | 0.0000 | 0.0000 | 0.0313 |
| Vendor | 0.0240 | 1.0607 | 0.3000 | 4.3400e-003 | 0.1614 | 6.8400e-003 | 0.1682 | 0.0466 | 6.5400e-003 | 0.0532 | 0.0000 | 416.4803 | 416.4803 | 1.8100e-003 | 0.0620 | 435.0149 |
| Worker | 0.1525 | 0.0860 | 1.2622 | 4.1700e-003 | 0.5946 | 1.9700e-003 | 0.5966 | 0.1581 | 1.8200e-003 | 0.1599 | 0.0000 | 382.4864 | 382.4864 | 8.2100e-003 | 9.7700e-003 | 385.6030 |
| Total | 0.1766 | 1.1468 | 1.5622 | 8.5100e-003 | 0.7560 | 8.8100e-003 | 0.7648 | 0.2047 | 8.3600e-003 | 0.2131 | 0.0000 | 798.9966 | 798.9966 | 0.0100 | 0.0718 | 820.6492 |

3.3 Building Construction - 2031

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 | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8781 | 629.8781 | 0.0253 | 0.0000 | 630.5100 |
| Total | 0.3138 | 1.9014 | 3.8744 | 7.4200e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | 0.0000 | 629.8781 | 629.8781 | 0.0253 | 0.0000 | 630.5100 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2031

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0293 | 0.0293 | 0.0000 | 0.0000 | 0.0307 |
| Vendor | 0.0238 | 1.0567 | 0.2987 | 4.2700e-003 | 0.1614 | 6.8000e-003 | 0.1682 | 0.0466 | 6.5100e-003 | 0.0532 | 0.0000 | 409.6115 | 409.6115 | 1.7800e-003 | 0.0610 | 427.8221 |
| Worker | 0.1411 | 0.0789 | 1.2036 | 4.0800e-003 | 0.5946 | 1.8400e-003 | 0.5964 | 0.1581 | 1.6900e-003 | 0.1598 | 0.0000 | 374.2995 | 374.2995 | 7.5600e-003 | 9.3800e-003 | 377.2830 |
| Total | 0.1649 | 1.1357 | 1.5023 | 8.3500e-003 | 0.7560 | 8.6400e-003 | 0.7646 | 0.2047 | 8.2000e-003 | 0.2129 | 0.0000 | 783.9403 | 783.9403 | 9.3400e-003 | 0.0703 | 805.1358 |

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 | 0.1071 | 0.5796 | 4.2102 | 7.4200e-003 | | 0.0130 | 0.0130 | | 0.0130 | 0.0130 | 0.0000 | 629.8773 | 629.8773 | 0.0253 | 0.0000 | 630.5092 |
| Total | 0.1071 | 0.5796 | 4.2102 | 7.4200e-003 | | 0.0130 | 0.0130 | | 0.0130 | 0.0130 | 0.0000 | 629.8773 | 629.8773 | 0.0253 | 0.0000 | 630.5092 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2031

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0293 | 0.0293 | 0.0000 | 0.0000 | 0.0307 |
| Vendor | 0.0238 | 1.0567 | 0.2987 | 4.2700e-003 | 0.1614 | 6.8000e-003 | 0.1682 | 0.0466 | 6.5100e-003 | 0.0532 | 0.0000 | 409.6115 | 409.6115 | 1.7800e-003 | 0.0610 | 427.8221 |
| Worker | 0.1411 | 0.0789 | 1.2036 | 4.0800e-003 | 0.5946 | 1.8400e-003 | 0.5964 | 0.1581 | 1.6900e-003 | 0.1598 | 0.0000 | 374.2995 | 374.2995 | 7.5600e-003 | 9.3800e-003 | 377.2830 |
| Total | 0.1649 | 1.1357 | 1.5023 | 8.3500e-003 | 0.7560 | 8.6400e-003 | 0.7646 | 0.2047 | 8.2000e-003 | 0.2129 | 0.0000 | 783.9403 | 783.9403 | 9.3400e-003 | 0.0703 | 805.1358 |

3.3 Building Construction - 2032

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 | 0.3150 | 1.9087 | 3.8892 | 7.4500e-003 | | 0.0356 | 0.0356 | | 0.0356 | 0.0356 | 0.0000 | 632.2914 | 632.2914 | 0.0254 | 0.0000 | 632.9257 |
| Total | 0.3150 | 1.9087 | 3.8892 | 7.4500e-003 | | 0.0356 | 0.0356 | | 0.0356 | 0.0356 | 0.0000 | 632.2914 | 632.2914 | 0.0254 | 0.0000 | 632.9257 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2032

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0289 | 0.0289 | 0.0000 | 0.0000 | 0.0303 |
| Vendor | 0.0237 | 1.0571 | 0.2994 | 4.2200e-003 | 0.1620 | 6.7900e-003 | 0.1688 | 0.0468 | 6.5000e-003 | 0.0533 | 0.0000 | 405.0577 | 405.0577 | 1.7700e-003 | 0.0602 | 423.0506 |
| Worker | 0.1319 | 0.0734 | 1.1591 | 4.0200e-003 | 0.5969 | 1.7300e-003 | 0.5986 | 0.1587 | 1.5900e-003 | 0.1603 | 0.0000 | 368.4495 | 368.4495 | 7.0300e-003 | 9.1000e-003 | 371.3367 |
| Total | 0.1556 | 1.1306 | 1.4586 | 8.2400e-003 | 0.7589 | 8.5200e-003 | 0.7674 | 0.2055 | 8.0900e-003 | 0.2136 | 0.0000 | 773.5361 | 773.5361 | 8.8000e-003 | 0.0693 | 794.4175 |

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 | 0.1075 | 0.5819 | 4.2263 | 7.4500e-003 | | 0.0130 | 0.0130 | | 0.0130 | 0.0130 | 0.0000 | 632.2907 | 632.2907 | 0.0254 | 0.0000 | 632.9250 |
| Total | 0.1075 | 0.5819 | 4.2263 | 7.4500e-003 | | 0.0130 | 0.0130 | | 0.0130 | 0.0130 | 0.0000 | 632.2907 | 632.2907 | 0.0254 | 0.0000 | 632.9250 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2032

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0289 | 0.0289 | 0.0000 | 0.0000 | 0.0303 |
| Vendor | 0.0237 | 1.0571 | 0.2994 | 4.2200e-003 | 0.1620 | 6.7900e-003 | 0.1688 | 0.0468 | 6.5000e-003 | 0.0533 | 0.0000 | 405.0577 | 405.0577 | 1.7700e-003 | 0.0602 | 423.0506 |
| Worker | 0.1319 | 0.0734 | 1.1591 | 4.0200e-003 | 0.5969 | 1.7300e-003 | 0.5986 | 0.1587 | 1.5900e-003 | 0.1603 | 0.0000 | 368.4495 | 368.4495 | 7.0300e-003 | 9.1000e-003 | 371.3367 |
| Total | 0.1556 | 1.1306 | 1.4586 | 8.2400e-003 | 0.7589 | 8.5200e-003 | 0.7674 | 0.2055 | 8.0900e-003 | 0.2136 | 0.0000 | 773.5361 | 773.5361 | 8.8000e-003 | 0.0693 | 794.4175 |

3.3 Building Construction - 2033

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 | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4648 | 627.4648 | 0.0252 | 0.0000 | 628.0943 |
| Total | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4648 | 627.4648 | 0.0252 | 0.0000 | 628.0943 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2033

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0282 | 0.0282 | 0.0000 | 0.0000 | 0.0295 |
| Vendor | 0.0235 | 1.0463 | 0.2973 | 4.1400e-003 | 0.1608 | 6.7100e-003 | 0.1675 | 0.0465 | 6.4200e-003 | 0.0529 | 0.0000 | 396.6321 | 396.6321 | 1.7400e-003 | 0.0589 | 414.2380 |
| Worker | 0.1220 | 0.0680 | 1.1076 | 3.9200e-003 | 0.5923 | 1.6000e-003 | 0.5939 | 0.1575 | 1.4700e-003 | 0.1590 | 0.0000 | 359.2162 | 359.2162 | 6.4900e-003 | 8.7700e-003 | 361.9907 |
| Total | 0.1454 | 1.1144 | 1.4049 | 8.0600e-003 | 0.7531 | 8.3100e-003 | 0.7614 | 0.2039 | 7.8900e-003 | 0.2118 | 0.0000 | 755.8765 | 755.8765 | 8.2300e-003 | 0.0677 | 776.2582 |

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 | 0.1067 | 0.5774 | 4.1940 | 7.3900e-003 | | 0.0129 | 0.0129 | | 0.0129 | 0.0129 | 0.0000 | 627.4640 | 627.4640 | 0.0252 | 0.0000 | 628.0935 |
| Total | 0.1067 | 0.5774 | 4.1940 | 7.3900e-003 | | 0.0129 | 0.0129 | | 0.0129 | 0.0129 | 0.0000 | 627.4640 | 627.4640 | 0.0252 | 0.0000 | 628.0935 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2033

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0282 | 0.0282 | 0.0000 | 0.0000 | 0.0295 |
| Vendor | 0.0235 | 1.0463 | 0.2973 | 4.1400e-003 | 0.1608 | 6.7100e-003 | 0.1675 | 0.0465 | 6.4200e-003 | 0.0529 | 0.0000 | 396.6321 | 396.6321 | 1.7400e-003 | 0.0589 | 414.2380 |
| Worker | 0.1220 | 0.0680 | 1.1076 | 3.9200e-003 | 0.5923 | 1.6000e-003 | 0.5939 | 0.1575 | 1.4700e-003 | 0.1590 | 0.0000 | 359.2162 | 359.2162 | 6.4900e-003 | 8.7700e-003 | 361.9907 |
| Total | 0.1454 | 1.1144 | 1.4049 | 8.0600e-003 | 0.7531 | 8.3100e-003 | 0.7614 | 0.2039 | 7.8900e-003 | 0.2118 | 0.0000 | 755.8765 | 755.8765 | 8.2300e-003 | 0.0677 | 776.2582 |

3.3 Building Construction - 2034

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 | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4648 | 627.4648 | 0.0252 | 0.0000 | 628.0943 |
| Total | 0.3126 | 1.8941 | 3.8595 | 7.3900e-003 | | 0.0354 | 0.0354 | | 0.0354 | 0.0354 | 0.0000 | 627.4648 | 627.4648 | 0.0252 | 0.0000 | 628.0943 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2034

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0278 | 0.0278 | 0.0000 | 0.0000 | 0.0291 |
| Vendor | 0.0234 | 1.0429 | 0.2977 | 4.0900e-003 | 0.1608 | 6.6800e-003 | 0.1674 | 0.0465 | 6.3900e-003 | 0.0529 | 0.0000 | 391.7673 | 391.7673 | 1.7300e-003 | 0.0582 | 409.1460 |
| Worker | 0.1142 | 0.0641 | 1.0699 | 3.8600e-003 | 0.5923 | 1.5000e-003 | 0.5938 | 0.1575 | 1.3800e-003 | 0.1589 | 0.0000 | 353.5498 | 353.5498 | 6.0500e-003 | 8.5500e-003 | 356.2496 |
| Total | 0.1376 | 1.1071 | 1.3675 | 7.9500e-003 | 0.7531 | 8.1800e-003 | 0.7612 | 0.2039 | 7.7700e-003 | 0.2117 | 0.0000 | 745.3449 | 745.3449 | 7.7800e-003 | 0.0667 | 765.4247 |

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 | 0.1067 | 0.5774 | 4.1940 | 7.3900e-003 | | 0.0129 | 0.0129 | | 0.0129 | 0.0129 | 0.0000 | 627.4640 | 627.4640 | 0.0252 | 0.0000 | 628.0935 |
| Total | 0.1067 | 0.5774 | 4.1940 | 7.3900e-003 | | 0.0129 | 0.0129 | | 0.0129 | 0.0129 | 0.0000 | 627.4640 | 627.4640 | 0.0252 | 0.0000 | 628.0935 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2034

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0278 | 0.0278 | 0.0000 | 0.0000 | 0.0291 |
| Vendor | 0.0234 | 1.0429 | 0.2977 | 4.0900e-003 | 0.1608 | 6.6800e-003 | 0.1674 | 0.0465 | 6.3900e-003 | 0.0529 | 0.0000 | 391.7673 | 391.7673 | 1.7300e-003 | 0.0582 | 409.1460 |
| Worker | 0.1142 | 0.0641 | 1.0699 | 3.8600e-003 | 0.5923 | 1.5000e-003 | 0.5938 | 0.1575 | 1.3800e-003 | 0.1589 | 0.0000 | 353.5498 | 353.5498 | 6.0500e-003 | 8.5500e-003 | 356.2496 |
| Total | 0.1376 | 1.1071 | 1.3675 | 7.9500e-003 | 0.7531 | 8.1800e-003 | 0.7612 | 0.2039 | 7.7700e-003 | 0.2117 | 0.0000 | 745.3449 | 745.3449 | 7.7800e-003 | 0.0667 | 765.4247 |

3.3 Building Construction - 2035

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 | 0.2917 | 1.7164 | 3.8650 | 7.4200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | 0.0000 | 629.8781 | 629.8781 | 0.0235 | 0.0000 | 630.4649 |
| Total | 0.2917 | 1.7164 | 3.8650 | 7.4200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | 0.0000 | 629.8781 | 629.8781 | 0.0235 | 0.0000 | 630.4649 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2035

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0275 | 0.0275 | 0.0000 | 0.0000 | 0.0288 |
| Vendor | 0.0234 | 1.0431 | 0.2992 | 4.0600e-003 | 0.1614 | 6.6700e-003 | 0.1680 | 0.0467 | 6.3800e-003 | 0.0530 | 0.0000 | 388.9308 | 388.9308 | 1.7200e-003 | 0.0577 | 406.1739 |
| Worker | 0.1080 | 0.0614 | 1.0426 | 3.8200e-003 | 0.5946 | 1.4100e-003 | 0.5960 | 0.1581 | 1.3000e-003 | 0.1594 | 0.0000 | 349.9431 | 349.9431 | 5.7000e-003 | 8.4200e-003 | 352.5951 |
| Total | 0.1314 | 1.1046 | 1.3418 | 7.8800e-003 | 0.7560 | 8.0800e-003 | 0.7640 | 0.2047 | 7.6800e-003 | 0.2124 | 0.0000 | 738.9014 | 738.9014 | 7.4200e-003 | 0.0661 | 758.7978 |

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 | 0.1034 | 0.5687 | 4.2069 | 7.4200e-003 | | 0.0110 | 0.0110 | | 0.0110 | 0.0110 | 0.0000 | 629.8773 | 629.8773 | 0.0235 | 0.0000 | 630.4641 |
| Total | 0.1034 | 0.5687 | 4.2069 | 7.4200e-003 | | 0.0110 | 0.0110 | | 0.0110 | 0.0110 | 0.0000 | 629.8773 | 629.8773 | 0.0235 | 0.0000 | 630.4641 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2035

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 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0275 | 0.0275 | 0.0000 | 0.0000 | 0.0288 |
| Vendor | 0.0234 | 1.0431 | 0.2992 | 4.0600e-003 | 0.1614 | 6.6700e-003 | 0.1680 | 0.0467 | 6.3800e-003 | 0.0530 | 0.0000 | 388.9308 | 388.9308 | 1.7200e-003 | 0.0577 | 406.1739 |
| Worker | 0.1080 | 0.0614 | 1.0426 | 3.8200e-003 | 0.5946 | 1.4100e-003 | 0.5960 | 0.1581 | 1.3000e-003 | 0.1594 | 0.0000 | 349.9431 | 349.9431 | 5.7000e-003 | 8.4200e-003 | 352.5951 |
| Total | 0.1314 | 1.1046 | 1.3418 | 7.8800e-003 | 0.7560 | 8.0800e-003 | 0.7640 | 0.2047 | 7.6800e-003 | 0.2124 | 0.0000 | 738.9014 | 738.9014 | 7.4200e-003 | 0.0661 | 758.7978 |

3.3 Building Construction - 2036

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 | 0.2101 | 1.2363 | 2.7840 | 5.3400e-003 | | 0.0156 | 0.0156 | | 0.0156 | 0.0156 | 0.0000 | 453.7053 | 453.7053 | 0.0169 | 0.0000 | 454.1279 |
| Total | 0.2101 | 1.2363 | 2.7840 | 5.3400e-003 | | 0.0156 | 0.0156 | | 0.0156 | 0.0156 | 0.0000 | 453.7053 | 453.7053 | 0.0169 | 0.0000 | 454.1279 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2036

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 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0198 | 0.0198 | 0.0000 | 0.0000 | 0.0208 |
| Vendor | 0.0169 | 0.7513 | 0.2155 | 2.9200e-003 | 0.1162 | 4.8000e-003 | 0.1210 | 0.0336 | 4.5900e-003 | 0.0382 | 0.0000 | 280.1494 | 280.1494 | 1.2400e-003 | 0.0416 | 292.5697 |
| Worker | 0.0778 | 0.0443 | 0.7510 | 2.7500e-003 | 0.4283 | 1.0200e-003 | 0.4293 | 0.1139 | 9.4000e-004 | 0.1148 | 0.0000 | 252.0663 | 252.0663 | 4.1100e-003 | 6.0700e-003 | 253.9765 |
| Total | 0.0947 | 0.7957 | 0.9665 | 5.6700e-003 | 0.5445 | 5.8200e-003 | 0.5504 | 0.1475 | 5.5300e-003 | 0.1530 | 0.0000 | 532.2355 | 532.2355 | 5.3500e-003 | 0.0476 | 546.5670 |

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 | 0.0745 | 0.4096 | 3.0302 | 5.3400e-003 | | 7.9200e-003 | 7.9200e-003 | | 7.9200e-003 | 7.9200e-003 | 0.0000 | 453.7048 | 453.7048 | 0.0169 | 0.0000 | 454.1274 |
| Total | 0.0745 | 0.4096 | 3.0302 | 5.3400e-003 | | 7.9200e-003 | 7.9200e-003 | | 7.9200e-003 | 7.9200e-003 | 0.0000 | 453.7048 | 453.7048 | 0.0169 | 0.0000 | 454.1274 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2036

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 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0198 | 0.0198 | 0.0000 | 0.0000 | 0.0208 |
| Vendor | 0.0169 | 0.7513 | 0.2155 | 2.9200e-003 | 0.1162 | 4.8000e-003 | 0.1210 | 0.0336 | 4.5900e-003 | 0.0382 | 0.0000 | 280.1494 | 280.1494 | 1.2400e-003 | 0.0416 | 292.5697 |
| Worker | 0.0778 | 0.0443 | 0.7510 | 2.7500e-003 | 0.4283 | 1.0200e-003 | 0.4293 | 0.1139 | 9.4000e-004 | 0.1148 | 0.0000 | 252.0663 | 252.0663 | 4.1100e-003 | 6.0700e-003 | 253.9765 |
| Total | 0.0947 | 0.7957 | 0.9665 | 5.6700e-003 | 0.5445 | 5.8200e-003 | 0.5504 | 0.1475 | 5.5300e-003 | 0.1530 | 0.0000 | 532.2355 | 532.2355 | 5.3500e-003 | 0.0476 | 546.5670 |

3.4 Paving - 2027

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 | 0.1194 | 1.1199 | 1.9024 | 2.9800e-003 | | 0.0546 | 0.0546 | | 0.0503 | 0.0503 | 0.0000 | 261.2513 | 261.2513 | 0.0845 | 0.0000 | 263.3636 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.1194 | 1.1199 | 1.9024 | 2.9800e-003 | | 0.0546 | 0.0546 | | 0.0503 | 0.0503 | 0.0000 | 261.2513 | 261.2513 | 0.0845 | 0.0000 | 263.3636 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2027

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 | 3.0000e-005 | 1.7400e-003 | 3.7000e-004 | 1.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.6000e-004 | 7.0000e-005 | 2.0000e-005 | 8.0000e-005 | 0.0000 | 0.7418 | 0.7418 | 0.0000 | 1.2000e-004 | 0.7767 |
| Vendor | 5.4000e-004 | 0.0231 | 6.6000e-003 | 1.0000e-004 | 3.4500e-003 | 1.5000e-004 | 3.6000e-003 | 1.0000e-003 | 1.4000e-004 | 1.1400e-003 | 0.0000 | 9.4386 | 9.4386 | 4.0000e-005 | 1.4100e-003 | 9.8604 |
| Worker | 4.9800e-003 | 2.9800e-003 | 0.0391 | 1.2000e-004 | 0.0156 | 6.0000e-005 | 0.0157 | 4.1500e-003 | 6.0000e-005 | 4.2000e-003 | 0.0000 | 10.8370 | 10.8370 | 2.8000e-004 | 3.0000e-004 | 10.9327 |
| Total | 5.5500e-003 | 0.0278 | 0.0461 | 2.3000e-004 | 0.0193 | 2.3000e-004 | 0.0195 | 5.2200e-003 | 2.2000e-004 | 5.4200e-003 | 0.0000 | 21.0174 | 21.0174 | 3.2000e-004 | 1.8300e-003 | 21.5697 |

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 | 0.0366 | 0.1586 | 2.2571 | 2.9800e-003 | | 4.8800e-003 | 4.8800e-003 | | 4.8800e-003 | 4.8800e-003 | 0.0000 | 261.2510 | 261.2510 | 0.0845 | 0.0000 | 263.3633 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0366 | 0.1586 | 2.2571 | 2.9800e-003 | | 4.8800e-003 | 4.8800e-003 | | 4.8800e-003 | 4.8800e-003 | 0.0000 | 261.2510 | 261.2510 | 0.0845 | 0.0000 | 263.3633 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2027

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 | 3.0000e-005 | 1.7400e-003 | 3.7000e-004 | 1.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.6000e-004 | 7.0000e-005 | 2.0000e-005 | 8.0000e-005 | 0.0000 | 0.7418 | 0.7418 | 0.0000 | 1.2000e-004 | 0.7767 |
| Vendor | 5.4000e-004 | 0.0231 | 6.6000e-003 | 1.0000e-004 | 3.4500e-003 | 1.5000e-004 | 3.6000e-003 | 1.0000e-003 | 1.4000e-004 | 1.1400e-003 | 0.0000 | 9.4386 | 9.4386 | 4.0000e-005 | 1.4100e-003 | 9.8604 |
| Worker | 4.9800e-003 | 2.9800e-003 | 0.0391 | 1.2000e-004 | 0.0156 | 6.0000e-005 | 0.0157 | 4.1500e-003 | 6.0000e-005 | 4.2000e-003 | 0.0000 | 10.8370 | 10.8370 | 2.8000e-004 | 3.0000e-004 | 10.9327 |
| Total | 5.5500e-003 | 0.0278 | 0.0461 | 2.3000e-004 | 0.0193 | 2.3000e-004 | 0.0195 | 5.2200e-003 | 2.2000e-004 | 5.4200e-003 | 0.0000 | 21.0174 | 21.0174 | 3.2000e-004 | 1.8300e-003 | 21.5697 |

3.4 Paving - 2028

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 | 0.0316 | 0.2961 | 0.5029 | 7.9000e-004 | | 0.0144 | 0.0144 | | 0.0133 | 0.0133 | 0.0000 | 69.0664 | 69.0664 | 0.0223 | 0.0000 | 69.6249 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0316 | 0.2961 | 0.5029 | 7.9000e-004 | | 0.0144 | 0.0144 | | 0.0133 | 0.0133 | 0.0000 | 69.0664 | 69.0664 | 0.0223 | 0.0000 | 69.6249 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2028

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 | 1.0000e-005 | 4.6000e-004 | 1.0000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1913 | 0.1913 | 0.0000 | 3.0000e-005 | 0.2003 |
| Vendor | 1.4000e-004 | 6.0700e-003 | 1.7300e-003 | 3.0000e-005 | 9.1000e-004 | 4.0000e-005 | 9.5000e-004 | 2.6000e-004 | 4.0000e-005 | 3.0000e-004 | 0.0000 | 2.4464 | 2.4464 | 1.0000e-005 | 3.7000e-004 | 2.5555 |
| Worker | 1.2200e-003 | 7.1000e-004 | 9.7400e-003 | 3.0000e-005 | 4.1200e-003 | 2.0000e-005 | 4.1400e-003 | 1.1000e-003 | 1.0000e-005 | 1.1100e-003 | 0.0000 | 2.7860 | 2.7860 | 7.0000e-005 | 7.0000e-005 | 2.8099 |
| Total | 1.3700e-003 | 7.2400e-003 | 0.0116 | 6.0000e-005 | 5.0900e-003 | 6.0000e-005 | 5.1600e-003 | 1.3800e-003 | 5.0000e-005 | 1.4300e-003 | 0.0000 | 5.4237 | 5.4237 | 8.0000e-005 | 4.7000e-004 | 5.5657 |

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 | 9.6800e-003 | 0.0419 | 0.5967 | 7.9000e-004 | | 1.2900e-003 | 1.2900e-003 | | 1.2900e-003 | 1.2900e-003 | 0.0000 | 69.0664 | 69.0664 | 0.0223 | 0.0000 | 69.6248 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 9.6800e-003 | 0.0419 | 0.5967 | 7.9000e-004 | | 1.2900e-003 | 1.2900e-003 | | 1.2900e-003 | 1.2900e-003 | 0.0000 | 69.0664 | 69.0664 | 0.0223 | 0.0000 | 69.6248 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2028

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 | 1.0000e-005 | 4.6000e-004 | 1.0000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.1913 | 0.1913 | 0.0000 | 3.0000e-005 | 0.2003 |
| Vendor | 1.4000e-004 | 6.0700e-003 | 1.7300e-003 | 3.0000e-005 | 9.1000e-004 | 4.0000e-005 | 9.5000e-004 | 2.6000e-004 | 4.0000e-005 | 3.0000e-004 | 0.0000 | 2.4464 | 2.4464 | 1.0000e-005 | 3.7000e-004 | 2.5555 |
| Worker | 1.2200e-003 | 7.1000e-004 | 9.7400e-003 | 3.0000e-005 | 4.1200e-003 | 2.0000e-005 | 4.1400e-003 | 1.1000e-003 | 1.0000e-005 | 1.1100e-003 | 0.0000 | 2.7860 | 2.7860 | 7.0000e-005 | 7.0000e-005 | 2.8099 |
| Total | 1.3700e-003 | 7.2400e-003 | 0.0116 | 6.0000e-005 | 5.0900e-003 | 6.0000e-005 | 5.1600e-003 | 1.3800e-003 | 5.0000e-005 | 1.4300e-003 | 0.0000 | 5.4237 | 5.4237 | 8.0000e-005 | 4.7000e-004 | 5.5657 |

3.5 Grading - 2027

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 | | | | | 1.1823 | 0.0000 | 1.1823 | 0.3232 | 0.0000 | 0.3232 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.2132 | 2.0538 | 1.9353 | 4.5600e-003 | | 0.0831 | 0.0831 | | 0.0765 | 0.0765 | 0.0000 | 400.6207 | 400.6207 | 0.1296 | 0.0000 | 403.8599 |
| Total | 0.2132 | 2.0538 | 1.9353 | 4.5600e-003 | 1.1823 | 0.0831 | 1.2654 | 0.3232 | 0.0765 | 0.3996 | 0.0000 | 400.6207 | 400.6207 | 0.1296 | 0.0000 | 403.8599 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2027

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 | 1.0000e-005 | 3.1000e-004 | 7.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1318 | 0.1318 | 0.0000 | 2.0000e-005 | 0.1380 |
| 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 | 3.7400e-003 | 2.2400e-003 | 0.0294 | 9.0000e-005 | 0.0117 | 5.0000e-005 | 0.0118 | 3.1100e-003 | 4.0000e-005 | 3.1600e-003 | 0.0000 | 8.1381 | 8.1381 | 2.1000e-004 | 2.2000e-004 | 8.2100 |
| Total | 3.7500e-003 | 2.5500e-003 | 0.0295 | 9.0000e-005 | 0.0118 | 5.0000e-005 | 0.0118 | 3.1200e-003 | 4.0000e-005 | 3.1700e-003 | 0.0000 | 8.2699 | 8.2699 | 2.1000e-004 | 2.4000e-004 | 8.3480 |

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 | | | | | 0.5321 | 0.0000 | 0.5321 | 0.1454 | 0.0000 | 0.1454 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0560 | 0.2426 | 2.4254 | 4.5600e-003 | | 7.4600e-003 | 7.4600e-003 | | 7.4600e-003 | 7.4600e-003 | 0.0000 | 400.6202 | 400.6202 | 0.1296 | 0.0000 | 403.8594 |
| Total | 0.0560 | 0.2426 | 2.4254 | 4.5600e-003 | 0.5321 | 7.4600e-003 | 0.5395 | 0.1454 | 7.4600e-003 | 0.1529 | 0.0000 | 400.6202 | 400.6202 | 0.1296 | 0.0000 | 403.8594 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2027

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 | 1.0000e-005 | 3.1000e-004 | 7.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1318 | 0.1318 | 0.0000 | 2.0000e-005 | 0.1380 |
| 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 | 3.7400e-003 | 2.2400e-003 | 0.0294 | 9.0000e-005 | 0.0117 | 5.0000e-005 | 0.0118 | 3.1100e-003 | 4.0000e-005 | 3.1600e-003 | 0.0000 | 8.1381 | 8.1381 | 2.1000e-004 | 2.2000e-004 | 8.2100 |
| Total | 3.7500e-003 | 2.5500e-003 | 0.0295 | 9.0000e-005 | 0.0118 | 5.0000e-005 | 0.0118 | 3.1200e-003 | 4.0000e-005 | 3.1700e-003 | 0.0000 | 8.2699 | 8.2699 | 2.1000e-004 | 2.4000e-004 | 8.3480 |

3.5 Grading - 2028

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 | | | | | 1.5226 | 0.0000 | 1.5226 | 0.5102 | 0.0000 | 0.5102 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.3772 | 3.6326 | 3.4230 | 8.0700e-003 | | 0.1470 | 0.1470 | | 0.1353 | 0.1353 | 0.0000 | 708.5808 | 708.5808 | 0.2292 | 0.0000 | 714.3100 |
| Total | 0.3772 | 3.6326 | 3.4230 | 8.0700e-003 | 1.5226 | 0.1470 | 1.6696 | 0.5102 | 0.1353 | 0.6455 | 0.0000 | 708.5808 | 708.5808 | 0.2292 | 0.0000 | 714.3100 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2028

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 | 1.0000e-005 | 5.4000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2274 | 0.2274 | 0.0000 | 4.0000e-005 | 0.2381 |
| 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 | 6.1500e-003 | 3.5900e-003 | 0.0489 | 1.5000e-004 | 0.0207 | 8.0000e-005 | 0.0208 | 5.5100e-003 | 7.0000e-005 | 5.5800e-003 | 0.0000 | 13.9974 | 13.9974 | 3.4000e-004 | 3.7000e-004 | 14.1174 |
| Total | 6.1600e-003 | 4.1300e-003 | 0.0490 | 1.5000e-004 | 0.0208 | 9.0000e-005 | 0.0209 | 5.5300e-003 | 7.0000e-005 | 5.6100e-003 | 0.0000 | 14.2248 | 14.2248 | 3.4000e-004 | 4.1000e-004 | 14.3555 |

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 | | | | | 0.6852 | 0.0000 | 0.6852 | 0.2296 | 0.0000 | 0.2296 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0990 | 0.4290 | 4.2899 | 8.0700e-003 | | 0.0132 | 0.0132 | | 0.0132 | 0.0132 | 0.0000 | 708.5799 | 708.5799 | 0.2292 | 0.0000 | 714.3092 |
| Total | 0.0990 | 0.4290 | 4.2899 | 8.0700e-003 | 0.6852 | 0.0132 | 0.6984 | 0.2296 | 0.0132 | 0.2428 | 0.0000 | 708.5799 | 708.5799 | 0.2292 | 0.0000 | 714.3092 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2028

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 | 1.0000e-005 | 5.4000e-004 | 1.2000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.2274 | 0.2274 | 0.0000 | 4.0000e-005 | 0.2381 |
| 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 | 6.1500e-003 | 3.5900e-003 | 0.0489 | 1.5000e-004 | 0.0207 | 8.0000e-005 | 0.0208 | 5.5100e-003 | 7.0000e-005 | 5.5800e-003 | 0.0000 | 13.9974 | 13.9974 | 3.4000e-004 | 3.7000e-004 | 14.1174 |
| Total | 6.1600e-003 | 4.1300e-003 | 0.0490 | 1.5000e-004 | 0.0208 | 9.0000e-005 | 0.0209 | 5.5300e-003 | 7.0000e-005 | 5.6100e-003 | 0.0000 | 14.2248 | 14.2248 | 3.4000e-004 | 4.1000e-004 | 14.3555 |

3.5 Grading - 2029

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 | | | | | 0.9143 | 0.0000 | 0.9143 | 0.1759 | 0.0000 | 0.1759 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0841 | 0.8103 | 0.7636 | 1.8000e-003 | | 0.0328 | 0.0328 | | 0.0302 | 0.0302 | 0.0000 | 158.0680 | 158.0680 | 0.0511 | 0.0000 | 159.3461 |
| Total | 0.0841 | 0.8103 | 0.7636 | 1.8000e-003 | 0.9143 | 0.0328 | 0.9471 | 0.1759 | 0.0302 | 0.2060 | 0.0000 | 158.0680 | 158.0680 | 0.0511 | 0.0000 | 159.3461 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2029

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0495 | 0.0495 | 0.0000 | 1.0000e-005 | 0.0518 |
| 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 | 1.2800e-003 | 7.3000e-004 | 0.0103 | 3.0000e-005 | 4.6200e-003 | 2.0000e-005 | 4.6400e-003 | 1.2300e-003 | 2.0000e-005 | 1.2400e-003 | 0.0000 | 3.0430 | 3.0430 | 7.0000e-005 | 8.0000e-005 | 3.0684 |
| Total | 1.2800e-003 | 8.5000e-004 | 0.0103 | 3.0000e-005 | 4.6400e-003 | 2.0000e-005 | 4.6600e-003 | 1.2300e-003 | 2.0000e-005 | 1.2500e-003 | 0.0000 | 3.0925 | 3.0925 | 7.0000e-005 | 9.0000e-005 | 3.1202 |

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 | | | | | 0.4115 | 0.0000 | 0.4115 | 0.0791 | 0.0000 | 0.0791 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0221 | 0.0957 | 0.9570 | 1.8000e-003 | | 2.9400e-003 | 2.9400e-003 | | 2.9400e-003 | 2.9400e-003 | 0.0000 | 158.0678 | 158.0678 | 0.0511 | 0.0000 | 159.3459 |
| Total | 0.0221 | 0.0957 | 0.9570 | 1.8000e-003 | 0.4115 | 2.9400e-003 | 0.4144 | 0.0791 | 2.9400e-003 | 0.0821 | 0.0000 | 158.0678 | 158.0678 | 0.0511 | 0.0000 | 159.3459 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2029

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0495 | 0.0495 | 0.0000 | 1.0000e-005 | 0.0518 |
| 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 | 1.2800e-003 | 7.3000e-004 | 0.0103 | 3.0000e-005 | 4.6200e-003 | 2.0000e-005 | 4.6400e-003 | 1.2300e-003 | 2.0000e-005 | 1.2400e-003 | 0.0000 | 3.0430 | 3.0430 | 7.0000e-005 | 8.0000e-005 | 3.0684 |
| Total | 1.2800e-003 | 8.5000e-004 | 0.0103 | 3.0000e-005 | 4.6400e-003 | 2.0000e-005 | 4.6600e-003 | 1.2300e-003 | 2.0000e-005 | 1.2500e-003 | 0.0000 | 3.0925 | 3.0925 | 7.0000e-005 | 9.0000e-005 | 3.1202 |

3.6 Architectural Coating - 2035

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 | 0.4823 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.5300e-003 | 9.8500e-003 | 0.0233 | 4.0000e-005 | | 1.3000e-004 | 1.3000e-004 | | 1.3000e-004 | 1.3000e-004 | 0.0000 | 3.3192 | 3.3192 | 1.2000e-004 | 0.0000 | 3.3223 |
| Total | 0.4838 | 9.8500e-003 | 0.0233 | 4.0000e-005 | | 1.3000e-004 | 1.3000e-004 | | 1.3000e-004 | 1.3000e-004 | 0.0000 | 3.3192 | 3.3192 | 1.2000e-004 | 0.0000 | 3.3223 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2035

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 3.5100e-003 | 3.5100e-003 | 0.0000 | 0.0000 | 3.6800e-003 |
| 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 | 2.1400e-003 | 1.2200e-003 | 0.0207 | 8.0000e-005 | 0.0118 | 3.0000e-005 | 0.0118 | 3.1400e-003 | 3.0000e-005 | 3.1600e-003 | 0.0000 | 6.9477 | 6.9477 | 1.1000e-004 | 1.7000e-004 | 7.0003 |
| Total | 2.1400e-003 | 1.2300e-003 | 0.0207 | 8.0000e-005 | 0.0118 | 3.0000e-005 | 0.0118 | 3.1400e-003 | 3.0000e-005 | 3.1600e-003 | 0.0000 | 6.9512 | 6.9512 | 1.1000e-004 | 1.7000e-004 | 7.0040 |

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 | 0.4823 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.9000e-004 | 1.6700e-003 | 0.0238 | 4.0000e-005 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 3.3192 | 3.3192 | 1.2000e-004 | 0.0000 | 3.3223 |
| Total | 0.4827 | 1.6700e-003 | 0.0238 | 4.0000e-005 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 3.3192 | 3.3192 | 1.2000e-004 | 0.0000 | 3.3223 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2035

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 3.5100e-003 | 3.5100e-003 | 0.0000 | 0.0000 | 3.6800e-003 |
| 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 | 2.1400e-003 | 1.2200e-003 | 0.0207 | 8.0000e-005 | 0.0118 | 3.0000e-005 | 0.0118 | 3.1400e-003 | 3.0000e-005 | 3.1600e-003 | 0.0000 | 6.9477 | 6.9477 | 1.1000e-004 | 1.7000e-004 | 7.0003 |
| Total | 2.1400e-003 | 1.2300e-003 | 0.0207 | 8.0000e-005 | 0.0118 | 3.0000e-005 | 0.0118 | 3.1400e-003 | 3.0000e-005 | 3.1600e-003 | 0.0000 | 6.9512 | 6.9512 | 1.1000e-004 | 1.7000e-004 | 7.0040 |

3.6 Architectural Coating - 2036

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 | 4.8601 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0154 | 0.0993 | 0.2351 | 3.9000e-004 | | 1.3000e-003 | 1.3000e-003 | | 1.3000e-003 | 1.3000e-003 | 0.0000 | 33.4476 | 33.4476 | 1.2400e-003 | 0.0000 | 33.4785 |
| Total | 4.8755 | 0.0993 | 0.2351 | 3.9000e-004 | | 1.3000e-003 | 1.3000e-003 | | 1.3000e-003 | 1.3000e-003 | 0.0000 | 33.4476 | 33.4476 | 1.2400e-003 | 0.0000 | 33.4785 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2036

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 | 9.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0354 | 0.0354 | 0.0000 | 1.0000e-005 | 0.0371 |
| 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 | 0.0216 | 0.0123 | 0.2086 | 7.6000e-004 | 0.1190 | 2.8000e-004 | 0.1192 | 0.0316 | 2.6000e-004 | 0.0319 | 0.0000 | 70.0111 | 70.0111 | 1.1400e-003 | 1.6800e-003 | 70.5417 |
| Total | 0.0216 | 0.0124 | 0.2086 | 7.6000e-004 | 0.1190 | 2.8000e-004 | 0.1193 | 0.0316 | 2.6000e-004 | 0.0319 | 0.0000 | 70.0465 | 70.0465 | 1.1400e-003 | 1.6900e-003 | 70.5787 |

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 | 4.8601 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.8900e-003 | 0.0169 | 0.2401 | 3.9000e-004 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 33.4476 | 33.4476 | 1.2400e-003 | 0.0000 | 33.4785 |
| Total | 4.8640 | 0.0169 | 0.2401 | 3.9000e-004 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 33.4476 | 33.4476 | 1.2400e-003 | 0.0000 | 33.4785 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2036

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 | 9.0000e-005 | 2.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0354 | 0.0354 | 0.0000 | 1.0000e-005 | 0.0371 |
| 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 | 0.0216 | 0.0123 | 0.2086 | 7.6000e-004 | 0.1190 | 2.8000e-004 | 0.1192 | 0.0316 | 2.6000e-004 | 0.0319 | 0.0000 | 70.0111 | 70.0111 | 1.1400e-003 | 1.6800e-003 | 70.5417 |
| Total | 0.0216 | 0.0124 | 0.2086 | 7.6000e-004 | 0.1190 | 2.8000e-004 | 0.1193 | 0.0316 | 2.6000e-004 | 0.0319 | 0.0000 | 70.0465 | 70.0465 | 1.1400e-003 | 1.6900e-003 | 70.5787 |

3.6 Architectural Coating - 2037

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 | 0.7791 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.4800e-003 | 0.0159 | 0.0377 | 6.0000e-005 | | 2.1000e-004 | 2.1000e-004 | | 2.1000e-004 | 2.1000e-004 | 0.0000 | 5.3618 | 5.3618 | 2.0000e-004 | 0.0000 | 5.3668 |
| Total | 0.7816 | 0.0159 | 0.0377 | 6.0000e-005 | | 2.1000e-004 | 2.1000e-004 | | 2.1000e-004 | 2.1000e-004 | 0.0000 | 5.3618 | 5.3618 | 2.0000e-004 | 0.0000 | 5.3668 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2037

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 5.6700e-003 | 5.6700e-003 | 0.0000 | 0.0000 | 5.9400e-003 |
| 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 | 3.4600e-003 | 1.9700e-003 | 0.0334 | 1.2000e-004 | 0.0191 | 5.0000e-005 | 0.0191 | 5.0700e-003 | 4.0000e-005 | 5.1100e-003 | 0.0000 | 11.2232 | 11.2232 | 1.8000e-004 | 2.7000e-004 | 11.3082 |
| Total | 3.4600e-003 | 1.9800e-003 | 0.0334 | 1.2000e-004 | 0.0191 | 5.0000e-005 | 0.0191 | 5.0700e-003 | 4.0000e-005 | 5.1100e-003 | 0.0000 | 11.2288 | 11.2288 | 1.8000e-004 | 2.7000e-004 | 11.3142 |

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 | 0.7791 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.2000e-004 | 2.7000e-003 | 0.0385 | 6.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | 0.0000 | 5.3618 | 5.3618 | 2.0000e-004 | 0.0000 | 5.3668 |
| Total | 0.7797 | 2.7000e-003 | 0.0385 | 6.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | 0.0000 | 5.3618 | 5.3618 | 2.0000e-004 | 0.0000 | 5.3668 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2037

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 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 5.6700e-003 | 5.6700e-003 | 0.0000 | 0.0000 | 5.9400e-003 |
| 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 | 3.4600e-003 | 1.9700e-003 | 0.0334 | 1.2000e-004 | 0.0191 | 5.0000e-005 | 0.0191 | 5.0700e-003 | 4.0000e-005 | 5.1100e-003 | 0.0000 | 11.2232 | 11.2232 | 1.8000e-004 | 2.7000e-004 | 11.3082 |
| Total | 3.4600e-003 | 1.9800e-003 | 0.0334 | 1.2000e-004 | 0.0191 | 5.0000e-005 | 0.0191 | 5.0700e-003 | 4.0000e-005 | 5.1100e-003 | 0.0000 | 11.2288 | 11.2288 | 1.8000e-004 | 2.7000e-004 | 11.3142 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Single Family Housing | 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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Single Family Housing | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |

5.0 Energy Detail

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 1,244.5639 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,244.5639 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| NaturalGas Mitigated | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| NaturalGas Unmitigated | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| City Park | 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 |
| Single Family Housing | 2.58304e+007 | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| Total | | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |

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 | | | | | |
| City Park | 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 |
| Single Family Housing | 2.58304e+007 | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| Total | | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 8.62964e+006 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| Total | | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 8.62964e+006 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| Total | | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |

6.0 Area Detail

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | 6.6856 | 0.4988 | 8.1579 | 3.0200e-003 | | 0.0773 | 0.0773 | | 0.0773 | 0.0773 | 0.0000 | 483.9619 | 483.9619 | 0.0214 | 8.6300e-003 | 487.0695 |
| Unmitigated | 6.6890 | 0.4994 | 8.2158 | 3.0200e-003 | | 0.0776 | 0.0776 | | 0.0776 | 0.0776 | 0.0000 | 484.0806 | 484.0806 | 0.0216 | 8.6300e-003 | 487.1927 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.6122 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 5.7888 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0476 | 0.4066 | 0.1730 | 2.6000e-003 | | 0.0329 | 0.0329 | | 0.0329 | 0.0329 | 0.0000 | 470.8964 | 470.8964 | 9.0300e-003 | 8.6300e-003 | 473.6947 |
| Landscaping | 0.2405 | 0.0928 | 8.0428 | 4.3000e-004 | | 0.0448 | 0.0448 | | 0.0448 | 0.0448 | 0.0000 | 13.1842 | 13.1842 | 0.0126 | 0.0000 | 13.4980 |
| Total | 6.6890 | 0.4994 | 8.2158 | 3.0300e-003 | | 0.0776 | 0.0776 | | 0.0776 | 0.0776 | 0.0000 | 484.0806 | 484.0806 | 0.0216 | 8.6300e-003 | 487.1927 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.6122 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 5.7888 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0476 | 0.4066 | 0.1730 | 2.6000e-003 | | 0.0329 | 0.0329 | | 0.0329 | 0.0329 | 0.0000 | 470.8964 | 470.8964 | 9.0300e-003 | 8.6300e-003 | 473.6947 |
| Landscaping | 0.2371 | 0.0922 | 7.9849 | 4.2000e-004 | | 0.0444 | 0.0444 | | 0.0444 | 0.0444 | 0.0000 | 13.0654 | 13.0654 | 0.0124 | 0.0000 | 13.3747 |
| Total | 6.6856 | 0.4988 | 8.1579 | 3.0200e-003 | | 0.0773 | 0.0773 | | 0.0773 | 0.0773 | 0.0000 | 483.9619 | 483.9619 | 0.0214 | 8.6300e-003 | 487.0695 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 84.9824 | 1.8532 | 0.0444 | 144.5532 |
| Unmitigated | 106.2281 | 2.3164 | 0.0555 | 180.6915 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 11.7957 | 5.9541 | 6.2000e-004 | 7.0000e-005 | 5.9919 |
| Single Family Housing | 70.8224 / 44.6489 | 100.2740 | 2.3158 | 0.0555 | 174.6996 |
| Total | | 106.2281 | 2.3165 | 0.0555 | 180.6915 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 9.43653 | 4.7633 | 4.9000e-004 | 6.0000e-005 | 4.7935 |
| Single Family Housing | 56.6579 / 35.7191 | 80.2192 | 1.8527 | 0.0444 | 139.7597 |
| Total | | 84.9824 | 1.8532 | 0.0444 | 144.5532 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 159.1577 | 9.4060 | 0.0000 | 394.3065 |
| Unmitigated | 227.3682 | 13.4371 | 0.0000 | 563.2950 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.85 | 0.1725 | 0.0102 | 0.0000 | 0.4275 |
| Single Family Housing | 1119.24 | 227.1956 | 13.4269 | 0.0000 | 562.8675 |
| Total | | 227.3682 | 13.4371 | 0.0000 | 563.2950 |

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|-----------------|---------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.595 | 0.1208 | 7.1400e-003 | 0.0000 | 0.2992 |
| Single Family Housing | 783.468 | 159.0369 | 9.3988 | 0.0000 | 394.0073 |
| Total | | 159.1577 | 9.4060 | 0.0000 | 394.3065 |

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 2 Single-family Residential - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Phase 2 Commercial - Tier 4 Mitigated Construction
Tulare County, Annual**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|------|----------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 1.18 | Acre | 1.18 | 51,400.80 | 0 |
| Parking Lot | 4.72 | Acre | 4.72 | 205,603.20 | 0 |
| City Park | 0.30 | Acre | 0.30 | 13,068.00 | 0 |
| Regional Shopping Center | 8.50 | 1000sqft | 0.20 | 8,500.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2027 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 390.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 2 Commercial - 6.4 acres of Commercial Neighborhood

Land Use - 6.4 acres of Commercial in Phase 2

Square footage updated based on assumptions used in the project-specific trip generation table prepared for the Traffic Impact Analysis.

Construction Phase - Default construction schedule

No demolition

Start date based on assumed buildout rate of low density residential of Phase 1. It is anticipated that Phase 2 would begin construction once the low density residential of Phase 1 is at 60% completion.

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment). Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Trips - Construction run only - zeroed out operational trips

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017. (not relevant for construction only run)

Area Coating - Rule 4601 Architectural Coatings (not relevant for construction only run)

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII
Mitigation: Tier 4 mitigation applied to construction equipment >75 HP (Tier 4 Interim applied)

Area Mitigation - Rule 4601 Architectural Coatings and building code standards (outside outlets)
(not relevant for construction only run)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance
(not relevant for construction only run)

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)
(not relevant for construction only run)

| Table Name | Column Name | Default Value | New Value |
|-------------------------|---------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 10.00 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------------------|-------------------|-----------|----------------|
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 46.12 | 0.00 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 21.10 | 0.00 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 37.75 | 0.00 |

2.0 Emissions Summary

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.1730 | 1.5109 | 1.8403 | 4.1100e-003 | 0.2739 | 0.0572 | 0.3311 | 0.1132 | 0.0536 | 0.1668 | 0.0000 | 365.0172 | 365.0172 | 0.0613 | 0.0124 | 370.2399 |
| 2027 | 0.1467 | 0.5614 | 0.7697 | 1.6300e-003 | 0.0419 | 0.0219 | 0.0638 | 0.0114 | 0.0205 | 0.0319 | 0.0000 | 144.6534 | 144.6534 | 0.0245 | 4.6100e-003 | 146.6392 |
| Maximum | 0.1730 | 1.5109 | 1.8403 | 4.1100e-003 | 0.2739 | 0.0572 | 0.3311 | 0.1132 | 0.0536 | 0.1668 | 0.0000 | 365.0172 | 365.0172 | 0.0613 | 0.0124 | 370.2399 |

Mitigated Construction

| | 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 |
|----------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.0992 | 1.2390 | 2.0723 | 4.1100e-003 | 0.1809 | 8.8400e-003 | 0.1897 | 0.0666 | 8.7700e-003 | 0.0754 | 0.0000 | 365.0170 | 365.0170 | 0.0613 | 0.0124 | 370.2396 |
| 2027 | 0.1190 | 0.5161 | 0.8584 | 1.6300e-003 | 0.0419 | 3.4500e-003 | 0.0453 | 0.0114 | 3.4200e-003 | 0.0148 | 0.0000 | 144.6533 | 144.6533 | 0.0245 | 4.6100e-003 | 146.6391 |
| Maximum | 0.1190 | 1.2390 | 2.0723 | 4.1100e-003 | 0.1809 | 8.8400e-003 | 0.1897 | 0.0666 | 8.7700e-003 | 0.0754 | 0.0000 | 365.0170 | 365.0170 | 0.0613 | 0.0124 | 370.2396 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 31.76 | 15.31 | -12.29 | 0.00 | 29.45 | 84.45 | 40.47 | 37.42 | 83.55 | 54.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 4-1-2026 | 6-30-2026 | 0.5968 | 0.4183 |
| 2 | 7-1-2026 | 9-30-2026 | 0.5391 | 0.4558 |
| 3 | 10-1-2026 | 12-31-2026 | 0.5433 | 0.4600 |
| 4 | 1-1-2027 | 3-31-2027 | 0.5273 | 0.4471 |
| 5 | 4-1-2027 | 6-30-2027 | 0.1879 | 0.1944 |
| | | Highest | 0.5968 | 0.4600 |

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 | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Energy | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 30.1580 | 30.1580 | 2.3800e-003 | 3.3000e-004 | 30.3156 |
| 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 | 1.8188 | 0.0000 | 1.8188 | 0.1075 | 0.0000 | 4.5060 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.1998 | 1.0656 | 1.2653 | 0.0206 | 5.0000e-004 | 1.9281 |
| Total | 0.0495 | 2.3500e-003 | 2.1100e-003 | 1.0000e-005 | 0.0000 | 1.8000e-004 | 1.8000e-004 | 0.0000 | 1.8000e-004 | 1.8000e-004 | 2.0186 | 31.2238 | 33.2424 | 0.1305 | 8.3000e-004 | 36.7499 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Energy | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 30.1580 | 30.1580 | 2.3800e-003 | 3.3000e-004 | 30.3156 |
| 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 | 1.2732 | 0.0000 | 1.2732 | 0.0752 | 0.0000 | 3.1542 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.1598 | 0.8525 | 1.0123 | 0.0165 | 4.0000e-004 | 1.5425 |
| Total | 0.0495 | 2.3500e-003 | 2.1100e-003 | 1.0000e-005 | 0.0000 | 1.8000e-004 | 1.8000e-004 | 0.0000 | 1.8000e-004 | 1.8000e-004 | 1.4330 | 31.0107 | 32.4437 | 0.0941 | 7.3000e-004 | 35.0125 |

| | 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 | 29.01 | 0.68 | 2.40 | 27.88 | 12.05 | 4.73 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 4/1/2026 | 4/14/2026 | 5 | 10 | |
| 2 | Grading | Grading | 4/15/2026 | 5/12/2026 | 5 | 20 | |
| 3 | Building Construction | Building Construction | 5/13/2026 | 3/30/2027 | 5 | 230 | |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | |
|---|-----------------------|-----------------------|-----------|-----------|---|----|
| 4 | Paving | Paving | 3/31/2027 | 4/27/2027 | 5 | 20 |
| 5 | Architectural Coating | Architectural Coating | 4/28/2027 | 5/25/2027 | 5 | 20 |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 5.9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,752; Non-Residential Outdoor: 4,251; Striped Parking Area: 15,420 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 116.00 | 46.00 | 18.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 23.00 | 0.00 | 2.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2026

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 | | | | | 0.0983 | 0.0000 | 0.0983 | 0.0505 | 0.0000 | 0.0505 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | | 5.4300e-003 | 5.4300e-003 | | 5.0000e-003 | 5.0000e-003 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |
| Total | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | 0.0983 | 5.4300e-003 | 0.1037 | 0.0505 | 5.0000e-003 | 0.0555 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 2.5000e-004 | 1.5000e-004 | 1.9300e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5135 | 0.5135 | 1.0000e-005 | 1.0000e-005 | 0.5182 |
| Total | 2.6000e-004 | 1.0200e-003 | 2.1100e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.8874 | 0.8874 | 1.0000e-005 | 7.0000e-005 | 0.9097 |

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 | | | | | 0.0442 | 0.0000 | 0.0442 | 0.0227 | 0.0000 | 0.0227 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.4800e-003 | 0.0608 | 0.1148 | 1.9000e-004 | | 3.1000e-004 | 3.1000e-004 | | 3.1000e-004 | 3.1000e-004 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |
| Total | 3.4800e-003 | 0.0608 | 0.1148 | 1.9000e-004 | 0.0442 | 3.1000e-004 | 0.0445 | 0.0227 | 3.1000e-004 | 0.0230 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 2.5000e-004 | 1.5000e-004 | 1.9300e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5135 | 0.5135 | 1.0000e-005 | 1.0000e-005 | 0.5182 |
| Total | 2.6000e-004 | 1.0200e-003 | 2.1100e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.8874 | 0.8874 | 1.0000e-005 | 7.0000e-005 | 0.9097 |

3.3 Grading - 2026

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 | | | | | 0.0708 | 0.0000 | 0.0708 | 0.0343 | 0.0000 | 0.0343 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0152 | 0.1532 | 0.1454 | 3.0000e-004 | | 6.2400e-003 | 6.2400e-003 | | 5.7400e-003 | 5.7400e-003 | 0.0000 | 26.0698 | 26.0698 | 8.4300e-003 | 0.0000 | 26.2806 |
| Total | 0.0152 | 0.1532 | 0.1454 | 3.0000e-004 | 0.0708 | 6.2400e-003 | 0.0771 | 0.0343 | 5.7400e-003 | 0.0400 | 0.0000 | 26.0698 | 26.0698 | 8.4300e-003 | 0.0000 | 26.2806 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| 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 | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.2000e-004 | 9.9000e-004 | 3.3700e-003 | 1.0000e-005 | 1.2900e-003 | 2.0000e-005 | 1.3100e-003 | 3.5000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.1764 | 1.1764 | 2.0000e-005 | 7.0000e-005 | 1.1993 |

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 | | | | | 0.0319 | 0.0000 | 0.0319 | 0.0154 | 0.0000 | 0.0154 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 5.2000e-003 | 0.1033 | 0.1899 | 3.0000e-004 | | 4.8000e-004 | 4.8000e-004 | | 4.8000e-004 | 4.8000e-004 | 0.0000 | 26.0698 | 26.0698 | 8.4300e-003 | 0.0000 | 26.2806 |
| Total | 5.2000e-003 | 0.1033 | 0.1899 | 3.0000e-004 | 0.0319 | 4.8000e-004 | 0.0324 | 0.0154 | 4.8000e-004 | 0.0159 | 0.0000 | 26.0698 | 26.0698 | 8.4300e-003 | 0.0000 | 26.2806 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| 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 | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.2000e-004 | 9.9000e-004 | 3.3700e-003 | 1.0000e-005 | 1.2900e-003 | 2.0000e-005 | 1.3100e-003 | 3.5000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.1764 | 1.1764 | 2.0000e-005 | 7.0000e-005 | 1.1993 |

3.4 Building Construction - 2026

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 | 0.1142 | 1.0412 | 1.3431 | 2.2500e-003 | | 0.0441 | 0.0441 | | 0.0414 | 0.0414 | 0.0000 | 193.6527 | 193.6527 | 0.0455 | 0.0000 | 194.7908 |
| Total | 0.1142 | 1.0412 | 1.3431 | 2.2500e-003 | | 0.0441 | 0.0441 | | 0.0414 | 0.0414 | 0.0000 | 193.6527 | 193.6527 | 0.0455 | 0.0000 | 194.7908 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 1.0000e-005 | 8.1000e-004 | 1.7000e-004 | 0.0000 | 1.1000e-004 | 1.0000e-005 | 1.2000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3490 | 0.3490 | 0.0000 | 5.0000e-005 | 0.3654 |
| Vendor | 4.0300e-003 | 0.1712 | 0.0492 | 7.4000e-004 | 0.0254 | 1.1100e-003 | 0.0265 | 7.3400e-003 | 1.0600e-003 | 8.4000e-003 | 0.0000 | 70.8809 | 70.8809 | 3.1000e-004 | 0.0106 | 74.0524 |
| Worker | 0.0265 | 0.0164 | 0.2073 | 6.0000e-004 | 0.0772 | 3.4000e-004 | 0.0775 | 0.0205 | 3.1000e-004 | 0.0208 | 0.0000 | 55.2675 | 55.2675 | 1.5300e-003 | 1.5700e-003 | 55.7730 |
| Total | 0.0305 | 0.1884 | 0.2568 | 1.3400e-003 | 0.1027 | 1.4600e-003 | 0.1041 | 0.0279 | 1.3800e-003 | 0.0293 | 0.0000 | 126.4974 | 126.4974 | 1.8400e-003 | 0.0122 | 130.1908 |

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 | 0.0592 | 0.8845 | 1.5054 | 2.2500e-003 | | 6.5800e-003 | 6.5800e-003 | | 6.5800e-003 | 6.5800e-003 | 0.0000 | 193.6525 | 193.6525 | 0.0455 | 0.0000 | 194.7906 |
| Total | 0.0592 | 0.8845 | 1.5054 | 2.2500e-003 | | 6.5800e-003 | 6.5800e-003 | | 6.5800e-003 | 6.5800e-003 | 0.0000 | 193.6525 | 193.6525 | 0.0455 | 0.0000 | 194.7906 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | 1.0000e-005 | 8.1000e-004 | 1.7000e-004 | 0.0000 | 1.1000e-004 | 1.0000e-005 | 1.2000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3490 | 0.3490 | 0.0000 | 5.0000e-005 | 0.3654 |
| Vendor | 4.0300e-003 | 0.1712 | 0.0492 | 7.4000e-004 | 0.0254 | 1.1100e-003 | 0.0265 | 7.3400e-003 | 1.0600e-003 | 8.4000e-003 | 0.0000 | 70.8809 | 70.8809 | 3.1000e-004 | 0.0106 | 74.0524 |
| Worker | 0.0265 | 0.0164 | 0.2073 | 6.0000e-004 | 0.0772 | 3.4000e-004 | 0.0775 | 0.0205 | 3.1000e-004 | 0.0208 | 0.0000 | 55.2675 | 55.2675 | 1.5300e-003 | 1.5700e-003 | 55.7730 |
| Total | 0.0305 | 0.1884 | 0.2568 | 1.3400e-003 | 0.1027 | 1.4600e-003 | 0.1041 | 0.0279 | 1.3800e-003 | 0.0293 | 0.0000 | 126.4974 | 126.4974 | 1.8400e-003 | 0.0122 | 130.1908 |

3.4 Building Construction - 2027

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 | 0.0431 | 0.3928 | 0.5067 | 8.5000e-004 | | 0.0166 | 0.0166 | | 0.0156 | 0.0156 | 0.0000 | 73.0546 | 73.0546 | 0.0172 | 0.0000 | 73.4840 |
| Total | 0.0431 | 0.3928 | 0.5067 | 8.5000e-004 | | 0.0166 | 0.0166 | | 0.0156 | 0.0156 | 0.0000 | 73.0546 | 73.0546 | 0.0172 | 0.0000 | 73.4840 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | 1.0000e-005 | 3.0000e-004 | 6.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1285 | 0.1285 | 0.0000 | 2.0000e-005 | 0.1345 |
| Vendor | 1.4900e-003 | 0.0641 | 0.0183 | 2.7000e-004 | 9.5800e-003 | 4.1000e-004 | 9.9900e-003 | 2.7700e-003 | 4.0000e-004 | 3.1700e-003 | 0.0000 | 26.2003 | 26.2003 | 1.1000e-004 | 3.9200e-003 | 27.3710 |
| Worker | 9.2900e-003 | 5.5700e-003 | 0.0730 | 2.2000e-004 | 0.0291 | 1.2000e-004 | 0.0292 | 7.7400e-003 | 1.1000e-004 | 7.8500e-003 | 0.0000 | 20.2290 | 20.2290 | 5.2000e-004 | 5.6000e-004 | 20.4077 |
| Total | 0.0108 | 0.0699 | 0.0914 | 4.9000e-004 | 0.0387 | 5.3000e-004 | 0.0393 | 0.0105 | 5.1000e-004 | 0.0110 | 0.0000 | 46.5578 | 46.5578 | 6.3000e-004 | 4.5000e-003 | 47.9132 |

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 | 0.0224 | 0.3337 | 0.5679 | 8.5000e-004 | | 2.4800e-003 | 2.4800e-003 | | 2.4800e-003 | 2.4800e-003 | 0.0000 | 73.0545 | 73.0545 | 0.0172 | 0.0000 | 73.4839 |
| Total | 0.0224 | 0.3337 | 0.5679 | 8.5000e-004 | | 2.4800e-003 | 2.4800e-003 | | 2.4800e-003 | 2.4800e-003 | 0.0000 | 73.0545 | 73.0545 | 0.0172 | 0.0000 | 73.4839 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | 1.0000e-005 | 3.0000e-004 | 6.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1285 | 0.1285 | 0.0000 | 2.0000e-005 | 0.1345 |
| Vendor | 1.4900e-003 | 0.0641 | 0.0183 | 2.7000e-004 | 9.5800e-003 | 4.1000e-004 | 9.9900e-003 | 2.7700e-003 | 4.0000e-004 | 3.1700e-003 | 0.0000 | 26.2003 | 26.2003 | 1.1000e-004 | 3.9200e-003 | 27.3710 |
| Worker | 9.2900e-003 | 5.5700e-003 | 0.0730 | 2.2000e-004 | 0.0291 | 1.2000e-004 | 0.0292 | 7.7400e-003 | 1.1000e-004 | 7.8500e-003 | 0.0000 | 20.2290 | 20.2290 | 5.2000e-004 | 5.6000e-004 | 20.4077 |
| Total | 0.0108 | 0.0699 | 0.0914 | 4.9000e-004 | 0.0387 | 5.3000e-004 | 0.0393 | 0.0105 | 5.1000e-004 | 0.0110 | 0.0000 | 46.5578 | 46.5578 | 6.3000e-004 | 4.5000e-003 | 47.9132 |

3.5 Paving - 2027

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 | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 7.7300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0169 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | 1.0000e-005 | 7.3000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3127 | 0.3127 | 0.0000 | 5.0000e-005 | 0.3273 |
| 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 | 3.8000e-004 | 2.3000e-004 | 3.0000e-003 | 1.0000e-005 | 1.1900e-003 | 0.0000 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8304 | 0.8304 | 2.0000e-005 | 2.0000e-005 | 0.8378 |
| Total | 3.9000e-004 | 9.6000e-004 | 3.1600e-003 | 1.0000e-005 | 1.2900e-003 | 1.0000e-005 | 1.3100e-003 | 3.5000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.1431 | 1.1431 | 2.0000e-005 | 7.0000e-005 | 1.1651 |

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 | 3.3400e-003 | 0.1004 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 7.7300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0111 | 0.1004 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | 1.0000e-005 | 7.3000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3127 | 0.3127 | 0.0000 | 5.0000e-005 | 0.3273 |
| 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 | 3.8000e-004 | 2.3000e-004 | 3.0000e-003 | 1.0000e-005 | 1.1900e-003 | 0.0000 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8304 | 0.8304 | 2.0000e-005 | 2.0000e-005 | 0.8378 |
| Total | 3.9000e-004 | 9.6000e-004 | 3.1600e-003 | 1.0000e-005 | 1.2900e-003 | 1.0000e-005 | 1.3100e-003 | 3.5000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.1431 | 1.1431 | 2.0000e-005 | 7.0000e-005 | 1.1651 |

3.6 Architectural Coating - 2027

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 | 0.0733 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.7100e-003 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |
| Total | 0.0750 | 0.0115 | 0.0181 | 3.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0521 | 0.0521 | 0.0000 | 1.0000e-005 | 0.0546 |
| 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 | 5.8000e-004 | 3.5000e-004 | 4.6000e-003 | 1.0000e-005 | 1.8300e-003 | 1.0000e-005 | 1.8400e-003 | 4.9000e-004 | 1.0000e-005 | 4.9000e-004 | 0.0000 | 1.2733 | 1.2733 | 3.0000e-005 | 3.0000e-005 | 1.2846 |
| Total | 5.8000e-004 | 4.7000e-004 | 4.6300e-003 | 1.0000e-005 | 1.8500e-003 | 1.0000e-005 | 1.8600e-003 | 4.9000e-004 | 1.0000e-005 | 5.0000e-004 | 0.0000 | 1.3254 | 1.3254 | 3.0000e-005 | 4.0000e-005 | 1.3391 |

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 | 0.0733 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 5.4000e-004 | 0.0106 | 0.0183 | 3.0000e-005 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |
| Total | 0.0739 | 0.0106 | 0.0183 | 3.0000e-005 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5567 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | 1.2000e-004 | 3.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0521 | 0.0521 | 0.0000 | 1.0000e-005 | 0.0546 |
| 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 | 5.8000e-004 | 3.5000e-004 | 4.6000e-003 | 1.0000e-005 | 1.8300e-003 | 1.0000e-005 | 1.8400e-003 | 4.9000e-004 | 1.0000e-005 | 4.9000e-004 | 0.0000 | 1.2733 | 1.2733 | 3.0000e-005 | 3.0000e-005 | 1.2846 |
| Total | 5.8000e-004 | 4.7000e-004 | 4.6300e-003 | 1.0000e-005 | 1.8500e-003 | 1.0000e-005 | 1.8600e-003 | 4.9000e-004 | 1.0000e-005 | 5.0000e-004 | 0.0000 | 1.3254 | 1.3254 | 3.0000e-005 | 4.0000e-005 | 1.3391 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 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 | 0.0000 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|----------|--------|-------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

4.4 Fleet Mix

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Other Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Parking Lot | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Regional Shopping Center | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |

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 | 27.5952 | 27.5952 | 2.3300e-003 | 2.8000e-004 | 27.7375 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 27.5952 | 27.5952 | 2.3300e-003 | 2.8000e-004 | 27.7375 |
| NaturalGas Mitigated | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| NaturalGas Unmitigated | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| City Park | 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 |
| 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 |
| Regional Shopping Center | 48025 | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| Total | | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| City Park | 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 |
| 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 |
| Regional Shopping Center | 48025 | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| Total | | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 71961.1 | 12.7620 | 1.0800e-003 | 1.3000e-004 | 12.8278 |
| Regional Shopping Center | 83640 | 14.8332 | 1.2500e-003 | 1.5000e-004 | 14.9097 |
| Total | | 27.5952 | 2.3300e-003 | 2.8000e-004 | 27.7375 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 71961.1 | 12.7620 | 1.0800e-003 | 1.3000e-004 | 12.8278 |
| Regional Shopping Center | 83640 | 14.8332 | 1.2500e-003 | 1.5000e-004 | 14.9097 |
| Total | | 27.5952 | 2.3300e-003 | 2.8000e-004 | 27.7375 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Unmitigated | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |

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 | 7.3300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0419 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.0000e-005 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Total | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 7.3300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0419 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.0000e-005 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |
| Total | 0.0492 | 0.0000 | 1.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2.6000e-004 | 2.6000e-004 | 0.0000 | 0.0000 | 2.8000e-004 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|-------------|--------|
| Category | MT/yr | | | |
| Mitigated | 1.0123 | 0.0165 | 4.0000e-004 | 1.5425 |
| Unmitigated | 1.2653 | 0.0206 | 5.0000e-004 | 1.9281 |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|---------------------|---------------|---------------|--------------------|---------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 0.357444 | 0.2219 | 2.0000e-005 | 0.0000 | 0.2230 |
| 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 |
| Regional Shopping Center | 0.629616 / 0.385894 | 1.0435 | 0.0206 | 4.9000e-004 | 1.7051 |
| Total | | 1.2653 | 0.0206 | 4.9000e-004 | 1.9281 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|---------------------|---------------|---------------|--------------------|---------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 0.285956 | 0.1775 | 1.0000e-005 | 0.0000 | 0.1784 |
| 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 |
| Regional Shopping Center | 0.503693 / 0.308715 | 0.8348 | 0.0165 | 3.9000e-004 | 1.3641 |
| Total | | 1.0123 | 0.0165 | 3.9000e-004 | 1.5425 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|--------|
| | MT/yr | | | |
| Mitigated | 1.2732 | 0.0752 | 0.0000 | 3.1542 |
| Unmitigated | 1.8188 | 0.1075 | 0.0000 | 4.5060 |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|---------------|---------------|---------------|---------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.03 | 6.0900e-003 | 3.6000e-004 | 0.0000 | 0.0151 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 8.93 | 1.8127 | 0.1071 | 0.0000 | 4.4909 |
| Total | | 1.8188 | 0.1075 | 0.0000 | 4.5060 |

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|---------------|---------------|---------------|---------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.021 | 4.2600e-003 | 2.5000e-004 | 0.0000 | 0.0106 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 6.251 | 1.2689 | 0.0750 | 0.0000 | 3.1436 |
| Total | | 1.2732 | 0.0752 | 0.0000 | 3.1542 |

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

Phase 2 Commercial - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Basin - Tier 4 Mitigated Construction

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|-------|--------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 5.90 | Acre | 5.90 | 257,004.00 | 0 |
| Other Non-Asphalt Surfaces | 11.40 | Acre | 11.40 | 0.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2027 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 17.3 acres of Basin
11.4 acres net; 17.3 acres gross

Construction Phase - Default construction schedule
No demolition

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
Additional vendor trips added to the paving phase to account for delivery of materials.

Grading - Cut/fill assumed to be balanced on site.

Area Coating -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII
Mitigation: Tier 4 mitigation applied to construction equipment >75 HP (Tier 4 Interim applied)

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Table Name | Column Name | Default Value | New Value |
|-------------------------|----------------------------|---------------|----------------|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 6.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblLandUse | LandUseSquareFeet | 496,584.00 | 0.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |

2.0 Emissions Summary

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|-----------|--|--|
| 1 | 3-1-2026 | 5-31-2026 | 0.7008 | 0.4822 |
| | | Highest | 0.7008 | 0.4822 |

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 | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| 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 |
| Total | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| 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 |
| Total | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|------------------|------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 3/1/2026 | 3/13/2026 | 5 | 10 | |
| 2 | Grading | Grading | 3/14/2026 | 4/24/2026 | 5 | 30 | |
| 3 | Paving | Paving | 4/25/2026 | 5/22/2026 | 5 | 20 | |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 17.3

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 |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| 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

| 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 |
|------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Water Exposed Area

3.2 Site Preparation - 2026

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 | | | | | 0.0983 | 0.0000 | 0.0983 | 0.0505 | 0.0000 | 0.0505 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | | 5.4300e-003 | 5.4300e-003 | | 5.0000e-003 | 5.0000e-003 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |
| Total | 0.0124 | 0.1262 | 0.0896 | 1.9000e-004 | 0.0983 | 5.4300e-003 | 0.1037 | 0.0505 | 5.0000e-003 | 0.0555 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 2.5000e-004 | 1.5000e-004 | 1.9300e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5135 | 0.5135 | 1.0000e-005 | 1.0000e-005 | 0.5182 |
| Total | 2.6000e-004 | 1.0200e-003 | 2.1100e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.8874 | 0.8874 | 1.0000e-005 | 7.0000e-005 | 0.9097 |

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 | | | | | 0.0442 | 0.0000 | 0.0442 | 0.0227 | 0.0000 | 0.0227 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.4800e-003 | 0.0608 | 0.1148 | 1.9000e-004 | | 3.1000e-004 | 3.1000e-004 | | 3.1000e-004 | 3.1000e-004 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |
| Total | 3.4800e-003 | 0.0608 | 0.1148 | 1.9000e-004 | 0.0442 | 3.1000e-004 | 0.0445 | 0.0227 | 3.1000e-004 | 0.0230 | 0.0000 | 16.7335 | 16.7335 | 5.4100e-003 | 0.0000 | 16.8688 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | 1.0000e-005 | 8.7000e-004 | 1.8000e-004 | 0.0000 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | 0.0000 | 0.3739 | 0.3739 | 0.0000 | 6.0000e-005 | 0.3915 |
| 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 | 2.5000e-004 | 1.5000e-004 | 1.9300e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5135 | 0.5135 | 1.0000e-005 | 1.0000e-005 | 0.5182 |
| Total | 2.6000e-004 | 1.0200e-003 | 2.1100e-003 | 1.0000e-005 | 8.4000e-004 | 1.0000e-005 | 8.5000e-004 | 2.2000e-004 | 1.0000e-005 | 2.3000e-004 | 0.0000 | 0.8874 | 0.8874 | 1.0000e-005 | 7.0000e-005 | 0.9097 |

3.3 Grading - 2026

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 | | | | | 0.1381 | 0.0000 | 0.1381 | 0.0548 | 0.0000 | 0.0548 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0435 | 0.4191 | 0.3950 | 9.3000e-004 | | 0.0170 | 0.0170 | | 0.0156 | 0.0156 | 0.0000 | 81.7593 | 81.7593 | 0.0264 | 0.0000 | 82.4204 |
| Total | 0.0435 | 0.4191 | 0.3950 | 9.3000e-004 | 0.1381 | 0.0170 | 0.1550 | 0.0548 | 0.0156 | 0.0704 | 0.0000 | 81.7593 | 81.7593 | 0.0264 | 0.0000 | 82.4204 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | 2.0000e-005 | 9.9000e-004 | 2.1000e-004 | 0.0000 | 1.4000e-004 | 1.0000e-005 | 1.5000e-004 | 4.0000e-005 | 1.0000e-005 | 5.0000e-005 | 0.0000 | 0.4273 | 0.4273 | 0.0000 | 7.0000e-005 | 0.4474 |
| 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 | 8.2000e-004 | 5.1000e-004 | 6.4200e-003 | 2.0000e-005 | 2.3900e-003 | 1.0000e-005 | 2.4000e-003 | 6.4000e-004 | 1.0000e-005 | 6.4000e-004 | 0.0000 | 1.7118 | 1.7118 | 5.0000e-005 | 5.0000e-005 | 1.7274 |
| Total | 8.4000e-004 | 1.5000e-003 | 6.6300e-003 | 2.0000e-005 | 2.5300e-003 | 2.0000e-005 | 2.5500e-003 | 6.8000e-004 | 2.0000e-005 | 6.9000e-004 | 0.0000 | 2.1391 | 2.1391 | 5.0000e-005 | 1.2000e-004 | 2.1748 |

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 | | | | | 0.0621 | 0.0000 | 0.0621 | 0.0247 | 0.0000 | 0.0247 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0152 | 0.2891 | 0.5508 | 9.3000e-004 | | 1.5200e-003 | 1.5200e-003 | | 1.5200e-003 | 1.5200e-003 | 0.0000 | 81.7592 | 81.7592 | 0.0264 | 0.0000 | 82.4203 |
| Total | 0.0152 | 0.2891 | 0.5508 | 9.3000e-004 | 0.0621 | 1.5200e-003 | 0.0636 | 0.0247 | 1.5200e-003 | 0.0262 | 0.0000 | 81.7592 | 81.7592 | 0.0264 | 0.0000 | 82.4203 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | 2.0000e-005 | 9.9000e-004 | 2.1000e-004 | 0.0000 | 1.4000e-004 | 1.0000e-005 | 1.5000e-004 | 4.0000e-005 | 1.0000e-005 | 5.0000e-005 | 0.0000 | 0.4273 | 0.4273 | 0.0000 | 7.0000e-005 | 0.4474 |
| 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 | 8.2000e-004 | 5.1000e-004 | 6.4200e-003 | 2.0000e-005 | 2.3900e-003 | 1.0000e-005 | 2.4000e-003 | 6.4000e-004 | 1.0000e-005 | 6.4000e-004 | 0.0000 | 1.7118 | 1.7118 | 5.0000e-005 | 5.0000e-005 | 1.7274 |
| Total | 8.4000e-004 | 1.5000e-003 | 6.6300e-003 | 2.0000e-005 | 2.5300e-003 | 2.0000e-005 | 2.5500e-003 | 6.8000e-004 | 2.0000e-005 | 6.9000e-004 | 0.0000 | 2.1391 | 2.1391 | 5.0000e-005 | 1.2000e-004 | 2.1748 |

3.4 Paving - 2026

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 | 9.1500e-003 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 7.7300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0169 | 0.0858 | 0.1458 | 2.3000e-004 | | 4.1900e-003 | 4.1900e-003 | | 3.8500e-003 | 3.8500e-003 | 0.0000 | 20.0193 | 20.0193 | 6.4700e-003 | 0.0000 | 20.1811 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| Vendor | 4.0000e-005 | 1.7800e-003 | 5.1000e-004 | 1.0000e-005 | 2.6000e-004 | 1.0000e-005 | 2.8000e-004 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 0.0000 | 0.7382 | 0.7382 | 0.0000 | 1.1000e-004 | 0.7712 |
| Worker | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.6000e-004 | 2.7700e-003 | 3.8800e-003 | 2.0000e-005 | 1.5500e-003 | 3.0000e-005 | 1.5900e-003 | 4.3000e-004 | 2.0000e-005 | 4.4000e-004 | 0.0000 | 1.9145 | 1.9145 | 2.0000e-005 | 1.8000e-004 | 1.9704 |

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 | 3.3400e-003 | 0.1004 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |
| Paving | 7.7300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0111 | 0.1004 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0192 | 20.0192 | 6.4700e-003 | 0.0000 | 20.1811 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2026

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 | 1.0000e-005 | 7.4000e-004 | 1.6000e-004 | 0.0000 | 1.0000e-004 | 1.0000e-005 | 1.1000e-004 | 3.0000e-005 | 1.0000e-005 | 3.0000e-005 | 0.0000 | 0.3205 | 0.3205 | 0.0000 | 5.0000e-005 | 0.3355 |
| Vendor | 4.0000e-005 | 1.7800e-003 | 5.1000e-004 | 1.0000e-005 | 2.6000e-004 | 1.0000e-005 | 2.8000e-004 | 8.0000e-005 | 1.0000e-005 | 9.0000e-005 | 0.0000 | 0.7382 | 0.7382 | 0.0000 | 1.1000e-004 | 0.7712 |
| Worker | 4.1000e-004 | 2.5000e-004 | 3.2100e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 0.8559 | 0.8559 | 2.0000e-005 | 2.0000e-005 | 0.8637 |
| Total | 4.6000e-004 | 2.7700e-003 | 3.8800e-003 | 2.0000e-005 | 1.5500e-003 | 3.0000e-005 | 1.5900e-003 | 4.3000e-004 | 2.0000e-005 | 4.4000e-004 | 0.0000 | 1.9145 | 1.9145 | 2.0000e-005 | 1.8000e-004 | 1.9704 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | | |
| Other Non-Asphalt Surfaces | 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 | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Other Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Other Non-Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |

5.0 Energy Detail

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

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 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

6.0 Area Detail

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| Unmitigated | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

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 | 5.3600e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0166 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.0000e-005 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| Total | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 5.3600e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0166 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.0000e-005 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |
| Total | 0.0220 | 0.0000 | 1.6000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.1000e-004 | 3.1000e-004 | 0.0000 | 0.0000 | 3.3000e-004 |

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

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 |

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

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 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

9.0 Operational Offroad

Phase 2 Basin - Tier 4 Mitigated Construction - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations
Tulare County, Summer**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 0.80 | Acre | 0.80 | 34,848.00 | 0 |
| Apartment Low Rise | 440.00 | Dwelling Unit | 28.50 | 440,000.00 | 1258 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2024 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Tier 1 Multifamily Residential - Localized Multifamily Housing (Low Rise)/High Density Residential

Land Use - Phase 1 Tier 1 Multifamily Residential High Density Residential/Multifamily Housing (Low Rise)

Construction Phase - No demolition
Default construction schedule

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Project-specific trip rates

Multifamily Housing (Low Rise) ADT: 6.455/DU

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Vehicle Emission Factors -

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2024 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-------------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.51 | 0.53 |
| tblFleetMix | LDT1 | 0.05 | 0.21 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 9.0000e-004 |
| tblFleetMix | LHD2 | 7.9960e-003 | 9.0000e-004 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.17 | 0.06 |
| tblFleetMix | MH | 3.5920e-003 | 2.0000e-003 |
| tblFleetMix | MHD | 0.01 | 8.0000e-003 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------------|-------------|
| tblFleetMix | OBUS | 6.3600e-004 | 0.00 |
| tblFleetMix | SBUS | 1.4650e-003 | 2.0000e-004 |
| tblFleetMix | UBUS | 4.7100e-004 | 4.3000e-003 |
| tblLandUse | LotAcreage | 27.50 | 28.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblVehicleTrips | DV_TP | 11.00 | 0.00 |
| tblVehicleTrips | HO_TL | 7.50 | 0.50 |
| tblVehicleTrips | HS_TL | 7.30 | 0.50 |
| tblVehicleTrips | HW_TL | 10.80 | 0.50 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | PB_TP | 3.00 | 0.00 |
| tblVehicleTrips | PR_TP | 86.00 | 100.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 3.6738 | 38.8650 | 29.1721 | 0.0622 | 19.6643 | 1.6351 | 21.2771 | 10.1044 | 1.5043 | 11.5882 | 0.0000 | 6,024.2665 | 6,024.2665 | 1.9470 | 0.0505 | 6,073.4592 |
| 2023 | 2.3439 | 15.3394 | 18.7151 | 0.0303 | 0.1549 | 0.7033 | 0.8583 | 0.0422 | 0.6618 | 0.7040 | 0.0000 | 2,897.3141 | 2,897.3141 | 0.6525 | 0.0482 | 2,927.9820 |
| 2024 | 78.9776 | 14.3776 | 18.5320 | 0.0302 | 0.1549 | 0.6168 | 0.7717 | 0.0422 | 0.5802 | 0.6224 | 0.0000 | 2,888.9598 | 2,888.9598 | 0.7159 | 0.0465 | 2,918.9502 |
| Maximum | 78.9776 | 38.8650 | 29.1721 | 0.0622 | 19.6643 | 1.6351 | 21.2771 | 10.1044 | 1.5043 | 11.5882 | 0.0000 | 6,024.2665 | 6,024.2665 | 1.9470 | 0.0505 | 6,073.4592 |

Mitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 3.6738 | 38.8650 | 29.1721 | 0.0622 | 8.8530 | 1.6351 | 10.4657 | 4.5481 | 1.5043 | 6.0318 | 0.0000 | 6,024.2665 | 6,024.2665 | 1.9470 | 0.0505 | 6,073.4592 |
| 2023 | 2.3439 | 15.3394 | 18.7151 | 0.0303 | 0.1549 | 0.7033 | 0.8583 | 0.0422 | 0.6618 | 0.7040 | 0.0000 | 2,897.3141 | 2,897.3141 | 0.6525 | 0.0482 | 2,927.9820 |
| 2024 | 78.9776 | 14.3776 | 18.5320 | 0.0302 | 0.1549 | 0.6168 | 0.7717 | 0.0422 | 0.5802 | 0.6224 | 0.0000 | 2,888.9598 | 2,888.9598 | 0.7159 | 0.0465 | 2,918.9502 |
| Maximum | 78.9776 | 38.8650 | 29.1721 | 0.0622 | 8.8530 | 1.6351 | 10.4657 | 4.5481 | 1.5043 | 6.0318 | 0.0000 | 6,024.2665 | 6,024.2665 | 1.9470 | 0.0505 | 6,073.4592 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 9.4449 | 4.4324 | 37.9936 | 0.0275 | | 0.5257 | 0.5257 | | 0.5257 | 0.5257 | 0.0000 | 5,190.069 1 | 5,190.069 1 | 0.1609 | 0.0940 | 5,222.090 5 |
| Energy | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.207 4 | 2,286.207 4 | 0.0438 | 0.0419 | 2,299.793 2 |
| Mobile | 5.7507 | 2.9295 | 16.1982 | 0.0154 | 1.0872 | 0.0190 | 1.1061 | 0.2892 | 0.0175 | 0.3067 | | 1,576.277 7 | 1,576.277 7 | 0.3465 | 0.2245 | 1,651.830 5 |
| Total | 15.4052 | 9.1528 | 54.9539 | 0.0543 | 1.0872 | 0.6894 | 1.7766 | 0.2892 | 0.6880 | 0.9772 | 0.0000 | 9,052.554 1 | 9,052.554 1 | 0.5512 | 0.3603 | 9,173.714 2 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 9.4295 | 4.4298 | 37.7324 | 0.0275 | | 0.5241 | 0.5241 | | 0.5241 | 0.5241 | 0.0000 | 5,189.480 3 | 5,189.480 3 | 0.1600 | 0.0940 | 5,221.479 4 |
| Energy | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.207 4 | 2,286.207 4 | 0.0438 | 0.0419 | 2,299.793 2 |
| Mobile | 5.7507 | 2.9295 | 16.1982 | 0.0154 | 1.0872 | 0.0190 | 1.1061 | 0.2892 | 0.0175 | 0.3067 | | 1,576.277 7 | 1,576.277 7 | 0.3465 | 0.2245 | 1,651.830 5 |
| Total | 15.3898 | 9.1502 | 54.6926 | 0.0543 | 1.0872 | 0.6879 | 1.7751 | 0.2892 | 0.6865 | 0.9757 | 0.0000 | 9,051.965 4 | 9,051.965 4 | 0.5503 | 0.3603 | 9,173.103 1 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.10 | 0.03 | 0.48 | 0.04 | 0.00 | 0.22 | 0.09 | 0.00 | 0.22 | 0.16 | 0.00 | 0.01 | 0.01 | 0.16 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2022 | 10/28/2022 | 5 | 20 | |
| 2 | Grading | Grading | 10/29/2022 | 12/30/2022 | 5 | 45 | |
| 3 | Building Construction | Building Construction | 12/31/2022 | 9/6/2024 | 5 | 440 | |
| 4 | Paving | Paving | 9/7/2024 | 10/25/2024 | 5 | 35 | |
| 5 | Architectural Coating | Architectural Coating | 10/26/2024 | 12/13/2024 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 0

Residential Indoor: 891,000; Residential Outdoor: 297,000; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 331.00 | 53.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 66.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1701 | 33.0835 | 19.6978 | 0.0380 | | 1.6126 | 1.6126 | | 1.4836 | 1.4836 | | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |
| Total | 3.1701 | 33.0835 | 19.6978 | 0.0380 | 19.6570 | 1.6126 | 21.2696 | 10.1025 | 1.4836 | 11.5860 | | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.9000e-004 | 0.0158 | 0.0111 | 3.0000e-005 | 3.2000e-004 | 4.0000e-005 | 3.6000e-004 | 9.0000e-005 | 4.0000e-005 | 1.3000e-004 | | 3.2730 | 3.2730 | 5.0000e-005 | 5.1000e-004 | 3.4275 |
| 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 |
| Worker | 0.0437 | 0.0121 | 0.1125 | 1.0000e-004 | 7.0100e-003 | 1.3000e-004 | 7.1400e-003 | 1.8800e-003 | 1.2000e-004 | 2.0000e-003 | | 10.0742 | 10.0742 | 2.5200e-003 | 1.3300e-003 | 10.5322 |
| Total | 0.0446 | 0.0279 | 0.1236 | 1.3000e-004 | 7.3300e-003 | 1.7000e-004 | 7.5000e-003 | 1.9700e-003 | 1.6000e-004 | 2.1300e-003 | | 13.3471 | 13.3471 | 2.5700e-003 | 1.8400e-003 | 13.9597 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2022

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1701 | 33.0835 | 19.6978 | 0.0380 | | 1.6126 | 1.6126 | | 1.4836 | 1.4836 | 0.0000 | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |
| Total | 3.1701 | 33.0835 | 19.6978 | 0.0380 | 8.8457 | 1.6126 | 10.4582 | 4.5461 | 1.4836 | 6.0297 | 0.0000 | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.9000e-004 | 0.0158 | 0.0111 | 3.0000e-005 | 3.2000e-004 | 4.0000e-005 | 3.6000e-004 | 9.0000e-005 | 4.0000e-005 | 1.3000e-004 | | 3.2730 | 3.2730 | 5.0000e-005 | 5.1000e-004 | 3.4275 |
| 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 |
| Worker | 0.0437 | 0.0121 | 0.1125 | 1.0000e-004 | 7.0100e-003 | 1.3000e-004 | 7.1400e-003 | 1.8800e-003 | 1.2000e-004 | 2.0000e-003 | | 10.0742 | 10.0742 | 2.5200e-003 | 1.3300e-003 | 10.5322 |
| Total | 0.0446 | 0.0279 | 0.1236 | 1.3000e-004 | 7.3300e-003 | 1.7000e-004 | 7.5000e-003 | 1.9700e-003 | 1.6000e-004 | 2.1300e-003 | | 13.3471 | 13.3471 | 2.5700e-003 | 1.8400e-003 | 13.9597 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | | 1.6349 | 1.6349 | | 1.5041 | 1.5041 | | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 9.2036 | 1.6349 | 10.8385 | 3.6538 | 1.5041 | 5.1579 | | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.5000e-004 | 8.0100e-003 | 5.6300e-003 | 2.0000e-005 | 1.6000e-004 | 2.0000e-005 | 1.8000e-004 | 5.0000e-005 | 2.0000e-005 | 6.0000e-005 | | 1.6625 | 1.6625 | 2.0000e-005 | 2.6000e-004 | 1.7410 |
| 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 |
| Worker | 0.0486 | 0.0135 | 0.1250 | 1.1000e-004 | 7.7900e-003 | 1.4000e-004 | 7.9400e-003 | 2.0900e-003 | 1.3000e-004 | 2.2200e-003 | | 11.1935 | 11.1935 | 2.8000e-003 | 1.4700e-003 | 11.7024 |
| Total | 0.0490 | 0.0215 | 0.1306 | 1.3000e-004 | 7.9500e-003 | 1.6000e-004 | 8.1200e-003 | 2.1400e-003 | 1.5000e-004 | 2.2800e-003 | | 12.8560 | 12.8560 | 2.8200e-003 | 1.7300e-003 | 13.4434 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2022

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | | 1.6349 | 1.6349 | | 1.5041 | 1.5041 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 4.1416 | 1.6349 | 5.7765 | 1.6442 | 1.5041 | 3.1483 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.5000e-004 | 8.0100e-003 | 5.6300e-003 | 2.0000e-005 | 1.6000e-004 | 2.0000e-005 | 1.8000e-004 | 5.0000e-005 | 2.0000e-005 | 6.0000e-005 | | 1.6625 | 1.6625 | 2.0000e-005 | 2.6000e-004 | 1.7410 |
| 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 |
| Worker | 0.0486 | 0.0135 | 0.1250 | 1.1000e-004 | 7.7900e-003 | 1.4000e-004 | 7.9400e-003 | 2.0900e-003 | 1.3000e-004 | 2.2200e-003 | | 11.1935 | 11.1935 | 2.8000e-003 | 1.4700e-003 | 11.7024 |
| Total | 0.0490 | 0.0215 | 0.1306 | 1.3000e-004 | 7.9500e-003 | 1.6000e-004 | 8.1200e-003 | 2.1400e-003 | 1.5000e-004 | 2.2800e-003 | | 12.8560 | 12.8560 | 2.8200e-003 | 1.7300e-003 | 13.4434 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 9.2000e-004 | 6.5000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1913 | 0.1913 | 0.0000 | 3.0000e-005 | 0.2003 |
| Vendor | 0.0434 | 0.7978 | 0.5065 | 1.6000e-003 | 0.0259 | 2.9800e-003 | 0.0289 | 7.6000e-003 | 2.8500e-003 | 0.0105 | | 169.0823 | 169.0823 | 2.5400e-003 | 0.0261 | 176.9291 |
| Worker | 0.8038 | 0.2230 | 2.0684 | 1.8300e-003 | 0.1290 | 2.3500e-003 | 0.1314 | 0.0346 | 2.1600e-003 | 0.0368 | | 185.2530 | 185.2530 | 0.0464 | 0.0244 | 193.6747 |
| Total | 0.8473 | 1.0217 | 2.5756 | 3.4300e-003 | 0.1549 | 5.3300e-003 | 0.1603 | 0.0422 | 5.0100e-003 | 0.0473 | | 354.5266 | 354.5266 | 0.0489 | 0.0505 | 370.8042 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2022

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 9.2000e-004 | 6.5000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1913 | 0.1913 | 0.0000 | 3.0000e-005 | 0.2003 |
| Vendor | 0.0434 | 0.7978 | 0.5065 | 1.6000e-003 | 0.0259 | 2.9800e-003 | 0.0289 | 7.6000e-003 | 2.8500e-003 | 0.0105 | | 169.0823 | 169.0823 | 2.5400e-003 | 0.0261 | 176.9291 |
| Worker | 0.8038 | 0.2230 | 2.0684 | 1.8300e-003 | 0.1290 | 2.3500e-003 | 0.1314 | 0.0346 | 2.1600e-003 | 0.0368 | | 185.2530 | 185.2530 | 0.0464 | 0.0244 | 193.6747 |
| Total | 0.8473 | 1.0217 | 2.5756 | 3.4300e-003 | 0.1549 | 5.3300e-003 | 0.1603 | 0.0422 | 5.0100e-003 | 0.0473 | | 354.5266 | 354.5266 | 0.0489 | 0.0505 | 370.8042 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 8.7000e-004 | 6.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1835 | 0.1835 | 0.0000 | 3.0000e-005 | 0.1922 |
| Vendor | 0.0385 | 0.7511 | 0.5186 | 1.5400e-003 | 0.0259 | 1.3900e-003 | 0.0273 | 7.6000e-003 | 1.3300e-003 | 8.9300e-003 | | 162.6871 | 162.6871 | 2.3100e-003 | 0.0251 | 170.2285 |
| Worker | 0.7327 | 0.2025 | 1.9518 | 1.7700e-003 | 0.1290 | 2.2100e-003 | 0.1312 | 0.0346 | 2.0300e-003 | 0.0367 | | 179.2335 | 179.2335 | 0.0423 | 0.0230 | 187.1552 |
| Total | 0.7712 | 0.9545 | 2.4711 | 3.3100e-003 | 0.1549 | 3.6000e-003 | 0.1585 | 0.0422 | 3.3600e-003 | 0.0456 | | 342.1041 | 342.1041 | 0.0446 | 0.0482 | 357.5759 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 8.7000e-004 | 6.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1835 | 0.1835 | 0.0000 | 3.0000e-005 | 0.1922 |
| Vendor | 0.0385 | 0.7511 | 0.5186 | 1.5400e-003 | 0.0259 | 1.3900e-003 | 0.0273 | 7.6000e-003 | 1.3300e-003 | 8.9300e-003 | | 162.6871 | 162.6871 | 2.3100e-003 | 0.0251 | 170.2285 |
| Worker | 0.7327 | 0.2025 | 1.9518 | 1.7700e-003 | 0.1290 | 2.2100e-003 | 0.1312 | 0.0346 | 2.0300e-003 | 0.0367 | | 179.2335 | 179.2335 | 0.0423 | 0.0230 | 187.1552 |
| Total | 0.7712 | 0.9545 | 2.4711 | 3.3100e-003 | 0.1549 | 3.6000e-003 | 0.1585 | 0.0422 | 3.3600e-003 | 0.0456 | | 342.1041 | 342.1041 | 0.0446 | 0.0482 | 357.5759 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| Total | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 8.6000e-004 | 6.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1800 | 0.1800 | 0.0000 | 3.0000e-005 | 0.1885 |
| Vendor | 0.0378 | 0.7483 | 0.5118 | 1.5100e-003 | 0.0259 | 1.3900e-003 | 0.0273 | 7.6000e-003 | 1.3300e-003 | 8.9300e-003 | | 159.9563 | 159.9563 | 2.2700e-003 | 0.0247 | 167.3678 |
| Worker | 0.6698 | 0.1847 | 1.8527 | 1.7100e-003 | 0.1290 | 2.0900e-003 | 0.1311 | 0.0346 | 1.9200e-003 | 0.0366 | | 173.1246 | 173.1246 | 0.0386 | 0.0218 | 180.5861 |
| Total | 0.7077 | 0.9339 | 2.3651 | 3.2200e-003 | 0.1549 | 3.4800e-003 | 0.1584 | 0.0422 | 3.2500e-003 | 0.0455 | | 333.2609 | 333.2609 | 0.0409 | 0.0465 | 348.1425 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | 0.0000 | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| Total | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | 0.0000 | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 8.6000e-004 | 6.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1800 | 0.1800 | 0.0000 | 3.0000e-005 | 0.1885 |
| Vendor | 0.0378 | 0.7483 | 0.5118 | 1.5100e-003 | 0.0259 | 1.3900e-003 | 0.0273 | 7.6000e-003 | 1.3300e-003 | 8.9300e-003 | | 159.9563 | 159.9563 | 2.2700e-003 | 0.0247 | 167.3678 |
| Worker | 0.6698 | 0.1847 | 1.8527 | 1.7100e-003 | 0.1290 | 2.0900e-003 | 0.1311 | 0.0346 | 1.9200e-003 | 0.0366 | | 173.1246 | 173.1246 | 0.0386 | 0.0218 | 180.5861 |
| Total | 0.7077 | 0.9339 | 2.3651 | 3.2200e-003 | 0.1549 | 3.4800e-003 | 0.1584 | 0.0422 | 3.2500e-003 | 0.0455 | | 333.2609 | 333.2609 | 0.0409 | 0.0465 | 348.1425 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | | 2,207.547 2 | 2,207.547 2 | 0.7140 | | 2,225.396 3 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | | 2,207.547 2 | 2,207.547 2 | 0.7140 | | 2,225.396 3 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.2000e-004 | 7.2300e-003 | 5.6800e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.5088 | 1.5088 | 2.0000e-005 | 2.4000e-004 | 1.5801 |
| Vendor | 2.8500e-003 | 0.0565 | 0.0386 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 12.0722 | 12.0722 | 1.7000e-004 | 1.8600e-003 | 12.6315 |
| Worker | 0.0304 | 8.3700e-003 | 0.0840 | 8.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9400e-003 | 1.5700e-003 | 9.0000e-005 | 1.6600e-003 | | 7.8455 | 7.8455 | 1.7500e-003 | 9.9000e-004 | 8.1837 |
| Total | 0.0336 | 0.0721 | 0.1283 | 2.0000e-004 | 7.9700e-003 | 2.1000e-004 | 8.1700e-003 | 2.1800e-003 | 2.0000e-004 | 2.3900e-003 | | 21.4265 | 21.4265 | 1.9400e-003 | 3.0900e-003 | 22.3953 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | 0.0000 | 2,207.547 2 | 2,207.547 2 | 0.7140 | | 2,225.396 3 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | 0.0000 | 2,207.547 2 | 2,207.547 2 | 0.7140 | | 2,225.396 3 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.2000e-004 | 7.2300e-003 | 5.6800e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.5088 | 1.5088 | 2.0000e-005 | 2.4000e-004 | 1.5801 |
| Vendor | 2.8500e-003 | 0.0565 | 0.0386 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 12.0722 | 12.0722 | 1.7000e-004 | 1.8600e-003 | 12.6315 |
| Worker | 0.0304 | 8.3700e-003 | 0.0840 | 8.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9400e-003 | 1.5700e-003 | 9.0000e-005 | 1.6600e-003 | | 7.8455 | 7.8455 | 1.7500e-003 | 9.9000e-004 | 8.1837 |
| Total | 0.0336 | 0.0721 | 0.1283 | 2.0000e-004 | 7.9700e-003 | 2.1000e-004 | 8.1700e-003 | 2.1800e-003 | 2.0000e-004 | 2.3900e-003 | | 21.4265 | 21.4265 | 1.9400e-003 | 3.0900e-003 | 22.3953 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 78.6632 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |
| Total | 78.8439 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.2000e-003 | 9.5000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2515 | 0.2515 | 0.0000 | 4.0000e-005 | 0.2633 |
| 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 |
| Worker | 0.1336 | 0.0368 | 0.3694 | 3.4000e-004 | 0.0257 | 4.2000e-004 | 0.0261 | 6.9000e-003 | 3.8000e-004 | 7.2900e-003 | | 34.5203 | 34.5203 | 7.7000e-003 | 4.3500e-003 | 36.0081 |
| Total | 0.1336 | 0.0380 | 0.3704 | 3.4000e-004 | 0.0258 | 4.2000e-004 | 0.0262 | 6.9100e-003 | 3.8000e-004 | 7.3000e-003 | | 34.7718 | 34.7718 | 7.7000e-003 | 4.3900e-003 | 36.2715 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 78.6632 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |
| Total | 78.8439 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.2000e-003 | 9.5000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2515 | 0.2515 | 0.0000 | 4.0000e-005 | 0.2633 |
| 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 |
| Worker | 0.1336 | 0.0368 | 0.3694 | 3.4000e-004 | 0.0257 | 4.2000e-004 | 0.0261 | 6.9000e-003 | 3.8000e-004 | 7.2900e-003 | | 34.5203 | 34.5203 | 7.7000e-003 | 4.3500e-003 | 36.0081 |
| Total | 0.1336 | 0.0380 | 0.3704 | 3.4000e-004 | 0.0258 | 4.2000e-004 | 0.0262 | 6.9100e-003 | 3.8000e-004 | 7.3000e-003 | | 34.7718 | 34.7718 | 7.7000e-003 | 4.3900e-003 | 36.2715 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.7507 | 2.9295 | 16.1982 | 0.0154 | 1.0872 | 0.0190 | 1.1061 | 0.2892 | 0.0175 | 0.3067 | | 1,576.2777 | 1,576.2777 | 0.3465 | 0.2245 | 1,651.8305 |
| Unmitigated | 5.7507 | 2.9295 | 16.1982 | 0.0154 | 1.0872 | 0.0190 | 1.1061 | 0.2892 | 0.0175 | 0.3067 | | 1,576.2777 | 1,576.2777 | 0.3465 | 0.2245 | 1,651.8305 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---------------------|-------------------------|-----------------|-----------------|----------------|----------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,840.24 | 2,840.24 | 2840.24 | 516,924 | 516,924 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Total | 2,840.24 | 2,840.24 | 2,840.24 | 516,924 | 516,924 |

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 |
| Apartments Low Rise | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |

4.4 Fleet Mix

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.527700 | 0.209000 | 0.167500 | 0.055600 | 0.000900 | 0.000900 | 0.008000 | 0.021400 | 0.000000 | 0.004300 | 0.002500 | 0.000200 | 0.002000 |
| City Park | 0.509869 | 0.051139 | 0.167106 | 0.174849 | 0.031609 | 0.007996 | 0.012006 | 0.015707 | 0.000636 | 0.000471 | 0.023554 | 0.001465 | 0.003592 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |
| NaturalGas Unmitigated | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 19432.8 | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |
| City Park | 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 |
| Total | | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 19.4328 | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |
| City Park | 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 |
| Total | | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |

6.0 Area Detail

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 9.4295 | 4.4298 | 37.7324 | 0.0275 | | 0.5241 | 0.5241 | | 0.5241 | 0.5241 | 0.0000 | 5,189.480 3 | 5,189.480 3 | 0.1600 | 0.0940 | 5,221.479 4 |
| Unmitigated | 9.4449 | 4.4324 | 37.9936 | 0.0275 | | 0.5257 | 0.5257 | | 0.5257 | 0.5257 | 0.0000 | 5,190.069 1 | 5,190.069 1 | 0.1609 | 0.0940 | 5,222.090 5 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.7543 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 7.1298 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.4698 | 4.0144 | 1.7082 | 0.0256 | | 0.3246 | 0.3246 | | 0.3246 | 0.3246 | 0.0000 | 5,124.7059 | 5,124.7059 | 0.0982 | 0.0940 | 5,155.1595 |
| Landscaping | 1.0910 | 0.4181 | 36.2854 | 1.9200e-003 | | 0.2011 | 0.2011 | | 0.2011 | 0.2011 | | 65.3632 | 65.3632 | 0.0627 | | 66.9311 |
| Total | 9.4449 | 4.4324 | 37.9936 | 0.0275 | | 0.5257 | 0.5257 | | 0.5257 | 0.5257 | 0.0000 | 5,190.0691 | 5,190.0691 | 0.1609 | 0.0940 | 5,222.0905 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.7543 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 7.1298 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.4698 | 4.0144 | 1.7082 | 0.0256 | | 0.3246 | 0.3246 | | 0.3246 | 0.3246 | 0.0000 | 5,124.7059 | 5,124.7059 | 0.0982 | 0.0940 | 5,155.1595 |
| Landscaping | 1.0757 | 0.4155 | 36.0241 | 1.9000e-003 | | 0.1996 | 0.1996 | | 0.1996 | 0.1996 | | 64.7744 | 64.7744 | 0.0618 | | 66.3199 |
| Total | 9.4295 | 4.4298 | 37.7324 | 0.0275 | | 0.5241 | 0.5241 | | 0.5241 | 0.5241 | 0.0000 | 5,189.4803 | 5,189.4803 | 0.1600 | 0.0940 | 5,221.4794 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations
Tulare County, Winter**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 0.80 | Acre | 0.80 | 34,848.00 | 0 |
| Apartment Low Rise | 440.00 | Dwelling Unit | 28.50 | 440,000.00 | 1258 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2024 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Tier 1 Multifamily Residential - Localized Multifamily Housing (Low Rise)/High Density Residential

Land Use - Phase 1 Tier 1 Multifamily Residential High Density Residential/Multifamily Housing (Low Rise)

Construction Phase - No demolition
Default construction schedule

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Project-specific trip rates

Multifamily Housing (Low Rise) ADT: 6.455/DU

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Vehicle Emission Factors -

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2024 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-------------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.51 | 0.53 |
| tblFleetMix | LDT1 | 0.05 | 0.21 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 9.0000e-004 |
| tblFleetMix | LHD2 | 7.9960e-003 | 9.0000e-004 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.17 | 0.06 |
| tblFleetMix | MH | 3.5920e-003 | 2.0000e-003 |
| tblFleetMix | MHD | 0.01 | 8.0000e-003 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------------|-------------|
| tblFleetMix | OBUS | 6.3600e-004 | 0.00 |
| tblFleetMix | SBUS | 1.4650e-003 | 2.0000e-004 |
| tblFleetMix | UBUS | 4.7100e-004 | 4.3000e-003 |
| tblLandUse | LotAcreage | 27.50 | 28.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblVehicleTrips | DV_TP | 11.00 | 0.00 |
| tblVehicleTrips | HO_TL | 7.50 | 0.50 |
| tblVehicleTrips | HS_TL | 7.30 | 0.50 |
| tblVehicleTrips | HW_TL | 10.80 | 0.50 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | PB_TP | 3.00 | 0.00 |
| tblVehicleTrips | PR_TP | 86.00 | 100.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 3.6577 | 38.8678 | 29.2054 | 0.0622 | 19.6643 | 1.6351 | 21.2771 | 10.1044 | 1.5043 | 11.5882 | 0.0000 | 6,023.3710 | 6,023.3710 | 1.9480 | 0.0536 | 6,072.6399 |
| 2023 | 2.0956 | 15.4265 | 19.2726 | 0.0301 | 0.1549 | 0.7034 | 0.8583 | 0.0422 | 0.6618 | 0.7041 | 0.0000 | 2,884.9125 | 2,884.9125 | 0.6670 | 0.0512 | 2,916.8550 |
| 2024 | 78.9327 | 14.4617 | 19.0718 | 0.0301 | 0.1549 | 0.6168 | 0.7718 | 0.0422 | 0.5802 | 0.6224 | 0.0000 | 2,877.0645 | 2,877.0645 | 0.7165 | 0.0494 | 2,908.2520 |
| Maximum | 78.9327 | 38.8678 | 29.2054 | 0.0622 | 19.6643 | 1.6351 | 21.2771 | 10.1044 | 1.5043 | 11.5882 | 0.0000 | 6,023.3710 | 6,023.3710 | 1.9480 | 0.0536 | 6,072.6399 |

Mitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 3.6577 | 38.8678 | 29.2054 | 0.0622 | 8.8530 | 1.6351 | 10.4657 | 4.5481 | 1.5043 | 6.0318 | 0.0000 | 6,023.3710 | 6,023.3710 | 1.9480 | 0.0536 | 6,072.6399 |
| 2023 | 2.0956 | 15.4265 | 19.2726 | 0.0301 | 0.1549 | 0.7034 | 0.8583 | 0.0422 | 0.6618 | 0.7041 | 0.0000 | 2,884.9125 | 2,884.9125 | 0.6670 | 0.0512 | 2,916.8550 |
| 2024 | 78.9327 | 14.4617 | 19.0718 | 0.0301 | 0.1549 | 0.6168 | 0.7718 | 0.0422 | 0.5802 | 0.6224 | 0.0000 | 2,877.0645 | 2,877.0645 | 0.7165 | 0.0494 | 2,908.2520 |
| Maximum | 78.9327 | 38.8678 | 29.2054 | 0.0622 | 8.8530 | 1.6351 | 10.4657 | 4.5481 | 1.5043 | 6.0318 | 0.0000 | 6,023.3710 | 6,023.3710 | 1.9480 | 0.0536 | 6,072.6399 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 9.4449 | 4.4324 | 37.9936 | 0.0275 | | 0.5257 | 0.5257 | | 0.5257 | 0.5257 | 0.0000 | 5,190.069 1 | 5,190.069 1 | 0.1609 | 0.0940 | 5,222.090 5 |
| Energy | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.207 4 | 2,286.207 4 | 0.0438 | 0.0419 | 2,299.793 2 |
| Mobile | 3.9049 | 3.2943 | 20.7511 | 0.0145 | 1.0872 | 0.0191 | 1.1062 | 0.2892 | 0.0176 | 0.3068 | | 1,486.252 6 | 1,486.252 6 | 0.4573 | 0.2459 | 1,570.953 5 |
| Total | 13.5594 | 9.5176 | 59.5068 | 0.0535 | 1.0872 | 0.6895 | 1.7767 | 0.2892 | 0.6881 | 0.9773 | 0.0000 | 8,962.529 1 | 8,962.529 1 | 0.6621 | 0.3817 | 9,092.837 2 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 9.4295 | 4.4298 | 37.7324 | 0.0275 | | 0.5241 | 0.5241 | | 0.5241 | 0.5241 | 0.0000 | 5,189.480 3 | 5,189.480 3 | 0.1600 | 0.0940 | 5,221.479 4 |
| Energy | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.207 4 | 2,286.207 4 | 0.0438 | 0.0419 | 2,299.793 2 |
| Mobile | 3.9049 | 3.2943 | 20.7511 | 0.0145 | 1.0872 | 0.0191 | 1.1062 | 0.2892 | 0.0176 | 0.3068 | | 1,486.252 6 | 1,486.252 6 | 0.4573 | 0.2459 | 1,570.953 5 |
| Total | 13.5441 | 9.5150 | 59.2456 | 0.0534 | 1.0872 | 0.6880 | 1.7752 | 0.2892 | 0.6866 | 0.9758 | 0.0000 | 8,961.940 3 | 8,961.940 3 | 0.6612 | 0.3817 | 9,092.226 0 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.11 | 0.03 | 0.44 | 0.04 | 0.00 | 0.22 | 0.09 | 0.00 | 0.22 | 0.16 | 0.00 | 0.01 | 0.01 | 0.14 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2022 | 10/28/2022 | 5 | 20 | |
| 2 | Grading | Grading | 10/29/2022 | 12/30/2022 | 5 | 45 | |
| 3 | Building Construction | Building Construction | 12/31/2022 | 9/6/2024 | 5 | 440 | |
| 4 | Paving | Paving | 9/7/2024 | 10/25/2024 | 5 | 35 | |
| 5 | Architectural Coating | Architectural Coating | 10/26/2024 | 12/13/2024 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 0

Residential Indoor: 891,000; Residential Outdoor: 297,000; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 331.00 | 53.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 66.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1701 | 33.0835 | 19.6978 | 0.0380 | | 1.6126 | 1.6126 | | 1.4836 | 1.4836 | | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |
| Total | 3.1701 | 33.0835 | 19.6978 | 0.0380 | 19.6570 | 1.6126 | 21.2696 | 10.1025 | 1.4836 | 11.5860 | | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.9000e-004 | 0.0169 | 0.0116 | 3.0000e-005 | 3.2000e-004 | 4.0000e-005 | 3.6000e-004 | 9.0000e-005 | 4.0000e-005 | 1.3000e-004 | | 3.3021 | 3.3021 | 4.0000e-005 | 5.2000e-004 | 3.4579 |
| 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 |
| Worker | 0.0292 | 0.0142 | 0.1422 | 9.0000e-005 | 7.0100e-003 | 1.3000e-004 | 7.1400e-003 | 1.8800e-003 | 1.2000e-004 | 2.0000e-003 | | 9.2549 | 9.2549 | 3.4000e-003 | 1.4800e-003 | 9.7809 |
| Total | 0.0300 | 0.0311 | 0.1538 | 1.2000e-004 | 7.3300e-003 | 1.7000e-004 | 7.5000e-003 | 1.9700e-003 | 1.6000e-004 | 2.1300e-003 | | 12.5570 | 12.5570 | 3.4400e-003 | 2.0000e-003 | 13.2388 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2022

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1701 | 33.0835 | 19.6978 | 0.0380 | | 1.6126 | 1.6126 | | 1.4836 | 1.4836 | 0.0000 | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |
| Total | 3.1701 | 33.0835 | 19.6978 | 0.0380 | 8.8457 | 1.6126 | 10.4582 | 4.5461 | 1.4836 | 6.0297 | 0.0000 | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.9000e-004 | 0.0169 | 0.0116 | 3.0000e-005 | 3.2000e-004 | 4.0000e-005 | 3.6000e-004 | 9.0000e-005 | 4.0000e-005 | 1.3000e-004 | | 3.3021 | 3.3021 | 4.0000e-005 | 5.2000e-004 | 3.4579 |
| 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 |
| Worker | 0.0292 | 0.0142 | 0.1422 | 9.0000e-005 | 7.0100e-003 | 1.3000e-004 | 7.1400e-003 | 1.8800e-003 | 1.2000e-004 | 2.0000e-003 | | 9.2549 | 9.2549 | 3.4000e-003 | 1.4800e-003 | 9.7809 |
| Total | 0.0300 | 0.0311 | 0.1538 | 1.2000e-004 | 7.3300e-003 | 1.7000e-004 | 7.5000e-003 | 1.9700e-003 | 1.6000e-004 | 2.1300e-003 | | 12.5570 | 12.5570 | 3.4400e-003 | 2.0000e-003 | 13.2388 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | | 1.6349 | 1.6349 | | 1.5041 | 1.5041 | | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 9.2036 | 1.6349 | 10.8385 | 3.6538 | 1.5041 | 5.1579 | | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-004 | 8.5600e-003 | 5.8800e-003 | 2.0000e-005 | 1.6000e-004 | 2.0000e-005 | 1.8000e-004 | 5.0000e-005 | 2.0000e-005 | 6.0000e-005 | | 1.6773 | 1.6773 | 2.0000e-005 | 2.6000e-004 | 1.7564 |
| 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 |
| Worker | 0.0325 | 0.0158 | 0.1580 | 1.0000e-004 | 7.7900e-003 | 1.4000e-004 | 7.9400e-003 | 2.0900e-003 | 1.3000e-004 | 2.2200e-003 | | 10.2832 | 10.2832 | 3.7800e-003 | 1.6400e-003 | 10.8677 |
| Total | 0.0329 | 0.0243 | 0.1639 | 1.2000e-004 | 7.9500e-003 | 1.6000e-004 | 8.1200e-003 | 2.1400e-003 | 1.5000e-004 | 2.2800e-003 | | 11.9605 | 11.9605 | 3.8000e-003 | 1.9000e-003 | 12.6241 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2022

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | | 1.6349 | 1.6349 | | 1.5041 | 1.5041 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 4.1416 | 1.6349 | 5.7765 | 1.6442 | 1.5041 | 3.1483 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-004 | 8.5600e-003 | 5.8800e-003 | 2.0000e-005 | 1.6000e-004 | 2.0000e-005 | 1.8000e-004 | 5.0000e-005 | 2.0000e-005 | 6.0000e-005 | | 1.6773 | 1.6773 | 2.0000e-005 | 2.6000e-004 | 1.7564 |
| 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 |
| Worker | 0.0325 | 0.0158 | 0.1580 | 1.0000e-004 | 7.7900e-003 | 1.4000e-004 | 7.9400e-003 | 2.0900e-003 | 1.3000e-004 | 2.2200e-003 | | 10.2832 | 10.2832 | 3.7800e-003 | 1.6400e-003 | 10.8677 |
| Total | 0.0329 | 0.0243 | 0.1639 | 1.2000e-004 | 7.9500e-003 | 1.6000e-004 | 8.1200e-003 | 2.1400e-003 | 1.5000e-004 | 2.2800e-003 | | 11.9605 | 11.9605 | 3.8000e-003 | 1.9000e-003 | 12.6241 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 9.8000e-004 | 6.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1930 | 0.1930 | 0.0000 | 3.0000e-005 | 0.2021 |
| Vendor | 0.0398 | 0.8445 | 0.5405 | 1.6100e-003 | 0.0259 | 3.0800e-003 | 0.0290 | 7.6000e-003 | 2.9500e-003 | 0.0106 | | 170.0858 | 170.0858 | 2.4300e-003 | 0.0263 | 177.9868 |
| Worker | 0.5377 | 0.2612 | 2.6147 | 1.6800e-003 | 0.1290 | 2.3500e-003 | 0.1314 | 0.0346 | 2.1600e-003 | 0.0368 | | 170.1870 | 170.1870 | 0.0626 | 0.0272 | 179.8597 |
| Total | 0.5775 | 1.1067 | 3.1558 | 3.2900e-003 | 0.1549 | 5.4300e-003 | 0.1604 | 0.0422 | 5.1100e-003 | 0.0474 | | 340.4658 | 340.4658 | 0.0650 | 0.0536 | 358.0486 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2022

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 9.8000e-004 | 6.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1930 | 0.1930 | 0.0000 | 3.0000e-005 | 0.2021 |
| Vendor | 0.0398 | 0.8445 | 0.5405 | 1.6100e-003 | 0.0259 | 3.0800e-003 | 0.0290 | 7.6000e-003 | 2.9500e-003 | 0.0106 | | 170.0858 | 170.0858 | 2.4300e-003 | 0.0263 | 177.9868 |
| Worker | 0.5377 | 0.2612 | 2.6147 | 1.6800e-003 | 0.1290 | 2.3500e-003 | 0.1314 | 0.0346 | 2.1600e-003 | 0.0368 | | 170.1870 | 170.1870 | 0.0626 | 0.0272 | 179.8597 |
| Total | 0.5775 | 1.1067 | 3.1558 | 3.2900e-003 | 0.1549 | 5.4300e-003 | 0.1604 | 0.0422 | 5.1100e-003 | 0.0474 | | 340.4658 | 340.4658 | 0.0650 | 0.0536 | 358.0486 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 9.4000e-004 | 7.0000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1868 | 0.1868 | 0.0000 | 3.0000e-005 | 0.1956 |
| Vendor | 0.0343 | 0.8035 | 0.5463 | 1.5600e-003 | 0.0259 | 1.4400e-003 | 0.0274 | 7.6000e-003 | 1.3800e-003 | 8.9800e-003 | | 164.8415 | 164.8415 | 2.1800e-003 | 0.0255 | 172.4902 |
| Worker | 0.4885 | 0.2372 | 2.4816 | 1.6300e-003 | 0.1290 | 2.2100e-003 | 0.1312 | 0.0346 | 2.0300e-003 | 0.0367 | | 164.6743 | 164.6743 | 0.0570 | 0.0257 | 173.7631 |
| Total | 0.5228 | 1.0416 | 3.0286 | 3.1900e-003 | 0.1549 | 3.6500e-003 | 0.1586 | 0.0422 | 3.4100e-003 | 0.0457 | | 329.7025 | 329.7025 | 0.0592 | 0.0512 | 346.4489 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 9.4000e-004 | 7.0000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1868 | 0.1868 | 0.0000 | 3.0000e-005 | 0.1956 |
| Vendor | 0.0343 | 0.8035 | 0.5463 | 1.5600e-003 | 0.0259 | 1.4400e-003 | 0.0274 | 7.6000e-003 | 1.3800e-003 | 8.9800e-003 | | 164.8415 | 164.8415 | 2.1800e-003 | 0.0255 | 172.4902 |
| Worker | 0.4885 | 0.2372 | 2.4816 | 1.6300e-003 | 0.1290 | 2.2100e-003 | 0.1312 | 0.0346 | 2.0300e-003 | 0.0367 | | 164.6743 | 164.6743 | 0.0570 | 0.0257 | 173.7631 |
| Total | 0.5228 | 1.0416 | 3.0286 | 3.1900e-003 | 0.1549 | 3.6500e-003 | 0.1586 | 0.0422 | 3.4100e-003 | 0.0457 | | 329.7025 | 329.7025 | 0.0592 | 0.0512 | 346.4489 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| Total | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 9.3000e-004 | 7.0000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1832 | 0.1832 | 0.0000 | 3.0000e-005 | 0.1919 |
| Vendor | 0.0337 | 0.8007 | 0.5387 | 1.5300e-003 | 0.0259 | 1.4400e-003 | 0.0274 | 7.6000e-003 | 1.3800e-003 | 8.9800e-003 | | 162.0956 | 162.0956 | 2.1300e-003 | 0.0251 | 169.6133 |
| Worker | 0.4451 | 0.2162 | 2.3656 | 1.5700e-003 | 0.1290 | 2.0900e-003 | 0.1311 | 0.0346 | 1.9200e-003 | 0.0366 | | 159.0868 | 159.0868 | 0.0520 | 0.0243 | 167.6391 |
| Total | 0.4788 | 1.0179 | 2.9050 | 3.1000e-003 | 0.1549 | 3.5300e-003 | 0.1585 | 0.0422 | 3.3000e-003 | 0.0455 | | 321.3656 | 321.3656 | 0.0542 | 0.0494 | 337.4443 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | 0.0000 | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| Total | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | 0.0000 | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 9.3000e-004 | 7.0000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1832 | 0.1832 | 0.0000 | 3.0000e-005 | 0.1919 |
| Vendor | 0.0337 | 0.8007 | 0.5387 | 1.5300e-003 | 0.0259 | 1.4400e-003 | 0.0274 | 7.6000e-003 | 1.3800e-003 | 8.9800e-003 | | 162.0956 | 162.0956 | 2.1300e-003 | 0.0251 | 169.6133 |
| Worker | 0.4451 | 0.2162 | 2.3656 | 1.5700e-003 | 0.1290 | 2.0900e-003 | 0.1311 | 0.0346 | 1.9200e-003 | 0.0366 | | 159.0868 | 159.0868 | 0.0520 | 0.0243 | 167.6391 |
| Total | 0.4788 | 1.0179 | 2.9050 | 3.1000e-003 | 0.1549 | 3.5300e-003 | 0.1585 | 0.0422 | 3.3000e-003 | 0.0455 | | 321.3656 | 321.3656 | 0.0542 | 0.0494 | 337.4443 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | | 2,207.547 2 | 2,207.547 2 | 0.7140 | | 2,225.396 3 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | | 2,207.547 2 | 2,207.547 2 | 0.7140 | | 2,225.396 3 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 3.6000e-004 | 7.8300e-003 | 5.8600e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.5358 | 1.5358 | 2.0000e-005 | 2.4000e-004 | 1.6082 |
| Vendor | 2.5400e-003 | 0.0604 | 0.0407 | 1.2000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 12.2336 | 12.2336 | 1.6000e-004 | 1.8900e-003 | 12.8010 |
| Worker | 0.0202 | 9.8000e-003 | 0.1072 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9400e-003 | 1.5700e-003 | 9.0000e-005 | 1.6600e-003 | | 7.2094 | 7.2094 | 2.3600e-003 | 1.1000e-003 | 7.5969 |
| Total | 0.0231 | 0.0781 | 0.1537 | 2.0000e-004 | 7.9700e-003 | 2.1000e-004 | 8.1700e-003 | 2.1800e-003 | 2.0000e-004 | 2.4000e-003 | | 20.9788 | 20.9788 | 2.5400e-003 | 3.2300e-003 | 22.0062 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | 0.0000 | 2,207.547 2 | 2,207.547 2 | 0.7140 | | 2,225.396 3 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | 0.0000 | 2,207.547 2 | 2,207.547 2 | 0.7140 | | 2,225.396 3 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 3.6000e-004 | 7.8300e-003 | 5.8600e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.5358 | 1.5358 | 2.0000e-005 | 2.4000e-004 | 1.6082 |
| Vendor | 2.5400e-003 | 0.0604 | 0.0407 | 1.2000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 12.2336 | 12.2336 | 1.6000e-004 | 1.8900e-003 | 12.8010 |
| Worker | 0.0202 | 9.8000e-003 | 0.1072 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9400e-003 | 1.5700e-003 | 9.0000e-005 | 1.6600e-003 | | 7.2094 | 7.2094 | 2.3600e-003 | 1.1000e-003 | 7.5969 |
| Total | 0.0231 | 0.0781 | 0.1537 | 2.0000e-004 | 7.9700e-003 | 2.1000e-004 | 8.1700e-003 | 2.1800e-003 | 2.0000e-004 | 2.4000e-003 | | 20.9788 | 20.9788 | 2.5400e-003 | 3.2300e-003 | 22.0062 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 78.6632 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |
| Total | 78.8439 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.3000e-003 | 9.8000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2560 | 0.2560 | 0.0000 | 4.0000e-005 | 0.2680 |
| 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 |
| Worker | 0.0888 | 0.0431 | 0.4717 | 3.1000e-004 | 0.0257 | 4.2000e-004 | 0.0261 | 6.9000e-003 | 3.8000e-004 | 7.2900e-003 | | 31.7212 | 31.7212 | 0.0104 | 4.8500e-003 | 33.4265 |
| Total | 0.0888 | 0.0444 | 0.4727 | 3.1000e-004 | 0.0258 | 4.2000e-004 | 0.0262 | 6.9100e-003 | 3.8000e-004 | 7.3000e-003 | | 31.9772 | 31.9772 | 0.0104 | 4.8900e-003 | 33.6946 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 78.6632 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |
| Total | 78.8439 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.3000e-003 | 9.8000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2560 | 0.2560 | 0.0000 | 4.0000e-005 | 0.2680 |
| 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 |
| Worker | 0.0888 | 0.0431 | 0.4717 | 3.1000e-004 | 0.0257 | 4.2000e-004 | 0.0261 | 6.9000e-003 | 3.8000e-004 | 7.2900e-003 | | 31.7212 | 31.7212 | 0.0104 | 4.8500e-003 | 33.4265 |
| Total | 0.0888 | 0.0444 | 0.4727 | 3.1000e-004 | 0.0258 | 4.2000e-004 | 0.0262 | 6.9100e-003 | 3.8000e-004 | 7.3000e-003 | | 31.9772 | 31.9772 | 0.0104 | 4.8900e-003 | 33.6946 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 3.9049 | 3.2943 | 20.7511 | 0.0145 | 1.0872 | 0.0191 | 1.1062 | 0.2892 | 0.0176 | 0.3068 | | 1,486.2526 | 1,486.2526 | 0.4573 | 0.2459 | 1,570.9535 |
| Unmitigated | 3.9049 | 3.2943 | 20.7511 | 0.0145 | 1.0872 | 0.0191 | 1.1062 | 0.2892 | 0.0176 | 0.3068 | | 1,486.2526 | 1,486.2526 | 0.4573 | 0.2459 | 1,570.9535 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---------------------|-------------------------|-----------------|-----------------|----------------|----------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,840.24 | 2,840.24 | 2840.24 | 516,924 | 516,924 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Total | 2,840.24 | 2,840.24 | 2,840.24 | 516,924 | 516,924 |

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 |
| Apartments Low Rise | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |

4.4 Fleet Mix

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.527700 | 0.209000 | 0.167500 | 0.055600 | 0.000900 | 0.000900 | 0.008000 | 0.021400 | 0.000000 | 0.004300 | 0.002500 | 0.000200 | 0.002000 |
| City Park | 0.509869 | 0.051139 | 0.167106 | 0.174849 | 0.031609 | 0.007996 | 0.012006 | 0.015707 | 0.000636 | 0.000471 | 0.023554 | 0.001465 | 0.003592 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |
| NaturalGas Unmitigated | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 19432.8 | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |
| City Park | 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 |
| Total | | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 19.4328 | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |
| City Park | 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 |
| Total | | 0.2096 | 1.7909 | 0.7621 | 0.0114 | | 0.1448 | 0.1448 | | 0.1448 | 0.1448 | | 2,286.2074 | 2,286.2074 | 0.0438 | 0.0419 | 2,299.7932 |

6.0 Area Detail

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 9.4295 | 4.4298 | 37.7324 | 0.0275 | | 0.5241 | 0.5241 | | 0.5241 | 0.5241 | 0.0000 | 5,189.480 3 | 5,189.480 3 | 0.1600 | 0.0940 | 5,221.479 4 |
| Unmitigated | 9.4449 | 4.4324 | 37.9936 | 0.0275 | | 0.5257 | 0.5257 | | 0.5257 | 0.5257 | 0.0000 | 5,190.069 1 | 5,190.069 1 | 0.1609 | 0.0940 | 5,222.090 5 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.7543 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 7.1298 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.4698 | 4.0144 | 1.7082 | 0.0256 | | 0.3246 | 0.3246 | | 0.3246 | 0.3246 | 0.0000 | 5,124.7059 | 5,124.7059 | 0.0982 | 0.0940 | 5,155.1595 |
| Landscaping | 1.0910 | 0.4181 | 36.2854 | 1.9200e-003 | | 0.2011 | 0.2011 | | 0.2011 | 0.2011 | | 65.3632 | 65.3632 | 0.0627 | | 66.9311 |
| Total | 9.4449 | 4.4324 | 37.9936 | 0.0275 | | 0.5257 | 0.5257 | | 0.5257 | 0.5257 | 0.0000 | 5,190.0691 | 5,190.0691 | 0.1609 | 0.0940 | 5,222.0905 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.7543 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 7.1298 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.4698 | 4.0144 | 1.7082 | 0.0256 | | 0.3246 | 0.3246 | | 0.3246 | 0.3246 | 0.0000 | 5,124.7059 | 5,124.7059 | 0.0982 | 0.0940 | 5,155.1595 |
| Landscaping | 1.0757 | 0.4155 | 36.0241 | 1.9000e-003 | | 0.1996 | 0.1996 | | 0.1996 | 0.1996 | | 64.7744 | 64.7744 | 0.0618 | | 66.3199 |
| Total | 9.4295 | 4.4298 | 37.7324 | 0.0275 | | 0.5241 | 0.5241 | | 0.5241 | 0.5241 | 0.0000 | 5,189.4803 | 5,189.4803 | 0.1600 | 0.0940 | 5,221.4794 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2024 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations
Tulare County, Summer**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 0.10 | Acre | 0.10 | 4,356.00 | 0 |
| Apartments Low Rise | 146.00 | Dwelling Unit | 9.70 | 146,000.00 | 418 |
| Condo/Townhouse | 91.00 | Dwelling Unit | 9.00 | 91,000.00 | 260 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | Operational Year | | 2026 | |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 390.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Tier 2 Multifamily Residential
Multifamily Housing (Low Rise) - High Density Residential and Medium Density Residential

Land Use - Phase 1 Tier 2 Multifamily Residential
9.7 acres of High Density Residential (146 units)
9.1 acres of Medium Density Residential (91 units)

Construction Phase - Default construction schedule
No demolition

Assumed to start immediately following completion of Phase 1, Tier 1 Multifamily Residential construction

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Trip rates derived from project-specific daily trips.
Multifamily Housing (Low Rise) ADT: 6.455

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Mobile Land Use Mitigation -

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2026 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.53 | 0.52 |
| tblFleetMix | LDA | 0.53 | 0.52 |
| tblFleetMix | LDT1 | 0.05 | 0.21 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|----------------|-------------------|-------------|-------------|
| tblFleetMix | LDT1 | 0.05 | 0.21 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.4800e-003 | 9.0000e-004 |
| tblFleetMix | LHD2 | 7.4800e-003 | 9.0000e-004 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.16 | 0.06 |
| tblFleetMix | MDV | 0.16 | 0.06 |
| tblFleetMix | MH | 3.2960e-003 | 2.3000e-003 |
| tblFleetMix | MH | 3.2960e-003 | 2.3000e-003 |
| tblFleetMix | MHD | 0.01 | 7.5000e-003 |
| tblFleetMix | MHD | 0.01 | 7.5000e-003 |
| tblFleetMix | OBUS | 6.3000e-004 | 0.00 |
| tblFleetMix | OBUS | 6.3000e-004 | 0.00 |
| tblFleetMix | SBUS | 1.3960e-003 | 2.0000e-004 |
| tblFleetMix | SBUS | 1.3960e-003 | 2.0000e-004 |
| tblFleetMix | UBUS | 4.6900e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6900e-004 | 4.4000e-003 |
| tblLandUse | LotAcreage | 9.13 | 9.70 |
| tblLandUse | LotAcreage | 5.69 | 9.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|--------|
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbIVehicleTrips | DV_TP | 11.00 | 0.00 |
| tbIVehicleTrips | DV_TP | 11.00 | 0.00 |
| tbIVehicleTrips | HO_TL | 7.50 | 0.50 |
| tbIVehicleTrips | HO_TL | 7.50 | 0.50 |
| tbIVehicleTrips | HS_TL | 7.30 | 0.50 |
| tbIVehicleTrips | HS_TL | 7.30 | 0.50 |
| tbIVehicleTrips | HW_TL | 10.80 | 0.50 |
| tbIVehicleTrips | HW_TL | 10.80 | 0.50 |
| tbIVehicleTrips | PB_TP | 3.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 3.00 | 0.00 |
| tbIVehicleTrips | PR_TP | 86.00 | 100.00 |
| tbIVehicleTrips | PR_TP | 86.00 | 100.00 |
| tbIVehicleTrips | ST_TR | 8.14 | 6.46 |
| tbIVehicleTrips | ST_TR | 1.96 | 0.00 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|------|
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2024 | 3.2593 | 32.3994 | 27.8436 | 0.0622 | 19.6647 | 1.3356 | 20.8942 | 10.1045 | 1.2287 | 11.2357 | 0.0000 | 6,022.5564 | 6,022.5564 | 1.9460 | 2.1600e-003 | 6,071.7100 |
| 2025 | 2.9391 | 27.9643 | 26.4461 | 0.0622 | 9.2116 | 1.1310 | 10.3427 | 3.6559 | 1.0406 | 4.6965 | 0.0000 | 6,020.6822 | 6,020.6822 | 1.9454 | 0.0226 | 6,069.7957 |
| 2026 | 74.3787 | 12.9151 | 17.2021 | 0.0285 | 0.0798 | 0.5292 | 0.6090 | 0.0217 | 0.4978 | 0.5195 | 0.0000 | 2,716.1807 | 2,716.1807 | 0.7154 | 0.0219 | 2,738.1701 |
| Maximum | 74.3787 | 32.3994 | 27.8436 | 0.0622 | 19.6647 | 1.3356 | 20.8942 | 10.1045 | 1.2287 | 11.2357 | 0.0000 | 6,022.5564 | 6,022.5564 | 1.9460 | 0.0226 | 6,071.7100 |

Mitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2024 | 3.2593 | 32.3994 | 27.8436 | 0.0622 | 8.8533 | 1.3356 | 10.0828 | 4.5482 | 1.2287 | 5.6793 | 0.0000 | 6,022.5564 | 6,022.5564 | 1.9460 | 2.1600e-003 | 6,071.7100 |
| 2025 | 2.9391 | 27.9643 | 26.4461 | 0.0622 | 4.1496 | 1.1310 | 5.2807 | 1.6464 | 1.0406 | 2.6869 | 0.0000 | 6,020.6822 | 6,020.6822 | 1.9454 | 0.0226 | 6,069.7957 |
| 2026 | 74.3787 | 12.9151 | 17.2021 | 0.0285 | 0.0798 | 0.5292 | 0.6090 | 0.0217 | 0.4978 | 0.5195 | 0.0000 | 2,716.1807 | 2,716.1807 | 0.7154 | 0.0219 | 2,738.1701 |
| Maximum | 74.3787 | 32.3994 | 27.8436 | 0.0622 | 8.8533 | 1.3356 | 10.0828 | 4.5482 | 1.2287 | 5.6793 | 0.0000 | 6,022.5564 | 6,022.5564 | 1.9460 | 0.0226 | 6,071.7100 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.0855 | 2.3873 | 20.4544 | 0.0148 | | 0.2832 | 0.2832 | | 0.2832 | 0.2832 | 0.0000 | 2,795.5599 | 2,795.5599 | 0.0866 | 0.0506 | 2,812.8061 |
| Energy | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |
| Mobile | 2.6859 | 1.4128 | 7.9834 | 7.7300e-003 | 0.5855 | 9.3500e-003 | 0.5948 | 0.1557 | 8.6500e-003 | 0.1644 | | 793.2516 | 793.2516 | 0.1608 | 0.1100 | 830.0432 |
| Total | 7.8717 | 4.6574 | 28.8026 | 0.0280 | 0.5855 | 0.3619 | 0.9473 | 0.1557 | 0.3612 | 0.5169 | 0.0000 | 4,683.2502 | 4,683.2502 | 0.2684 | 0.1807 | 4,743.7918 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.0772 | 2.3859 | 20.3137 | 0.0148 | | 0.2824 | 0.2824 | | 0.2824 | 0.2824 | 0.0000 | 2,795.2427 | 2,795.2427 | 0.0861 | 0.0506 | 2,812.4770 |
| Energy | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |
| Mobile | 2.6859 | 1.4128 | 7.9834 | 7.7300e-003 | 0.5855 | 9.3500e-003 | 0.5948 | 0.1557 | 8.6500e-003 | 0.1644 | | 793.2516 | 793.2516 | 0.1608 | 0.1100 | 830.0432 |
| Total | 7.8634 | 4.6561 | 28.6620 | 0.0280 | 0.5855 | 0.3611 | 0.9465 | 0.1557 | 0.3604 | 0.5161 | 0.0000 | 4,682.9331 | 4,682.9331 | 0.2679 | 0.1807 | 4,743.4626 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.10 | 0.03 | 0.49 | 0.04 | 0.00 | 0.23 | 0.09 | 0.00 | 0.23 | 0.16 | 0.00 | 0.01 | 0.01 | 0.18 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 12/14/2024 | 12/27/2024 | 5 | 10 | |
| 2 | Grading | Grading | 12/28/2024 | 2/7/2025 | 5 | 30 | |
| 3 | Building Construction | Building Construction | 2/8/2025 | 4/3/2026 | 5 | 300 | |
| 4 | Paving | Paving | 4/4/2026 | 5/1/2026 | 5 | 20 | |
| 5 | Architectural Coating | Architectural Coating | 5/2/2026 | 5/29/2026 | 5 | 20 | |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 479,925; Residential Outdoor: 159,975; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 172.00 | 26.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 34.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6609 | 27.1760 | 18.3356 | 0.0381 | | 1.2294 | 1.2294 | | 1.1310 | 1.1310 | | 3,688.0100 | 3,688.0100 | 1.1928 | | 3,717.8294 |
| Total | 2.6609 | 27.1760 | 18.3356 | 0.0381 | 19.6570 | 1.2294 | 20.8864 | 10.1025 | 1.1310 | 11.2335 | | 3,688.0100 | 3,688.0100 | 1.1928 | | 3,717.8294 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.7000e-003 | 0.0295 | 0.0232 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 5.0000e-005 | 2.3000e-004 | | 6.1610 | 6.1610 | 9.0000e-005 | 9.7000e-004 | 6.4519 |
| 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 |
| Worker | 0.0364 | 0.0100 | 0.1008 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1300e-003 | 1.8800e-003 | 1.0000e-004 | 1.9900e-003 | | 9.4146 | 9.4146 | 2.1000e-003 | 1.1900e-003 | 9.8204 |
| Total | 0.0381 | 0.0396 | 0.1239 | 1.5000e-004 | 7.6500e-003 | 1.7000e-004 | 7.8300e-003 | 2.0600e-003 | 1.5000e-004 | 2.2200e-003 | | 15.5756 | 15.5756 | 2.1900e-003 | 2.1600e-003 | 16.2723 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6609 | 27.1760 | 18.3356 | 0.0381 | | 1.2294 | 1.2294 | | 1.1310 | 1.1310 | 0.0000 | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |
| Total | 2.6609 | 27.1760 | 18.3356 | 0.0381 | 8.8457 | 1.2294 | 10.0750 | 4.5461 | 1.1310 | 5.6771 | 0.0000 | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.7000e-003 | 0.0295 | 0.0232 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 5.0000e-005 | 2.3000e-004 | | 6.1610 | 6.1610 | 9.0000e-005 | 9.7000e-004 | 6.4519 |
| 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 |
| Worker | 0.0364 | 0.0100 | 0.1008 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1300e-003 | 1.8800e-003 | 1.0000e-004 | 1.9900e-003 | | 9.4146 | 9.4146 | 2.1000e-003 | 1.1900e-003 | 9.8204 |
| Total | 0.0381 | 0.0396 | 0.1239 | 1.5000e-004 | 7.6500e-003 | 1.7000e-004 | 7.8300e-003 | 2.0600e-003 | 1.5000e-004 | 2.2200e-003 | | 15.5756 | 15.5756 | 2.1900e-003 | 2.1600e-003 | 16.2723 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.2181 | 32.3770 | 27.7228 | 0.0621 | | 1.3354 | 1.3354 | | 1.2286 | 1.2286 | | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |
| Total | 3.2181 | 32.3770 | 27.7228 | 0.0621 | 9.2036 | 1.3354 | 10.5390 | 3.6538 | 1.2286 | 4.8823 | | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.5000e-004 | 0.0113 | 8.8300e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.3470 | 2.3470 | 3.0000e-005 | 3.7000e-004 | 2.4579 |
| 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 |
| Worker | 0.0405 | 0.0112 | 0.1119 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9200e-003 | 2.0900e-003 | 1.2000e-004 | 2.2100e-003 | | 10.4607 | 10.4607 | 2.3300e-003 | 1.3200e-003 | 10.9116 |
| Total | 0.0411 | 0.0224 | 0.1208 | 1.2000e-004 | 8.0300e-003 | 1.5000e-004 | 8.1900e-003 | 2.1600e-003 | 1.4000e-004 | 2.3000e-003 | | 12.8077 | 12.8077 | 2.3600e-003 | 1.6900e-003 | 13.3694 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.2181 | 32.3770 | 27.7228 | 0.0621 | | 1.3354 | 1.3354 | | 1.2286 | 1.2286 | 0.0000 | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |
| Total | 3.2181 | 32.3770 | 27.7228 | 0.0621 | 4.1416 | 1.3354 | 5.4770 | 1.6442 | 1.2286 | 2.8728 | 0.0000 | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.5000e-004 | 0.0113 | 8.8300e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.3470 | 2.3470 | 3.0000e-005 | 3.7000e-004 | 2.4579 |
| 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 |
| Worker | 0.0405 | 0.0112 | 0.1119 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9200e-003 | 2.0900e-003 | 1.2000e-004 | 2.2100e-003 | | 10.4607 | 10.4607 | 2.3300e-003 | 1.3200e-003 | 10.9116 |
| Total | 0.0411 | 0.0224 | 0.1208 | 1.2000e-004 | 8.0300e-003 | 1.5000e-004 | 8.1900e-003 | 2.1600e-003 | 1.4000e-004 | 2.3000e-003 | | 12.8077 | 12.8077 | 2.3600e-003 | 1.6900e-003 | 13.3694 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.5000e-004 | 0.0112 | 8.7800e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.2961 | 2.2961 | 3.0000e-005 | 3.6000e-004 | 2.4045 |
| 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 |
| Worker | 0.0372 | 0.0102 | 0.1062 | 1.0000e-004 | 7.7900e-003 | 1.2000e-004 | 7.9100e-003 | 2.0900e-003 | 1.1000e-004 | 2.2000e-003 | | 10.1046 | 10.1046 | 2.1300e-003 | 1.2500e-003 | 10.5297 |
| Total | 0.0378 | 0.0214 | 0.1150 | 1.2000e-004 | 8.0300e-003 | 1.4000e-004 | 8.1800e-003 | 2.1600e-003 | 1.3000e-004 | 2.2900e-003 | | 12.4007 | 12.4007 | 2.1600e-003 | 1.6100e-003 | 12.9343 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.5000e-004 | 0.0112 | 8.7800e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.2961 | 2.2961 | 3.0000e-005 | 3.6000e-004 | 2.4045 |
| 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 |
| Worker | 0.0372 | 0.0102 | 0.1062 | 1.0000e-004 | 7.7900e-003 | 1.2000e-004 | 7.9100e-003 | 2.0900e-003 | 1.1000e-004 | 2.2000e-003 | | 10.1046 | 10.1046 | 2.1300e-003 | 1.2500e-003 | 10.5297 |
| Total | 0.0378 | 0.0214 | 0.1150 | 1.2000e-004 | 8.0300e-003 | 1.4000e-004 | 8.1800e-003 | 2.1600e-003 | 1.3000e-004 | 2.2900e-003 | | 12.4007 | 12.4007 | 2.1600e-003 | 1.6100e-003 | 12.9343 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.2600e-003 | 9.9000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2583 | 0.2583 | 0.0000 | 4.0000e-005 | 0.2705 |
| Vendor | 0.0183 | 0.3652 | 0.2483 | 7.3000e-004 | 0.0127 | 6.8000e-004 | 0.0134 | 3.7300e-003 | 6.5000e-004 | 4.3800e-003 | | 76.9739 | 76.9739 | 1.0900e-003 | 0.0119 | 80.5383 |
| Worker | 0.3197 | 0.0879 | 0.9135 | 8.6000e-004 | 0.0670 | 1.0300e-003 | 0.0681 | 0.0180 | 9.5000e-004 | 0.0189 | | 86.8998 | 86.8998 | 0.0183 | 0.0107 | 90.5556 |
| Total | 0.3380 | 0.4544 | 1.1628 | 1.5900e-003 | 0.0798 | 1.7100e-003 | 0.0815 | 0.0217 | 1.6000e-003 | 0.0233 | | 164.1319 | 164.1319 | 0.0194 | 0.0226 | 171.3643 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.2600e-003 | 9.9000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2583 | 0.2583 | 0.0000 | 4.0000e-005 | 0.2705 |
| Vendor | 0.0183 | 0.3652 | 0.2483 | 7.3000e-004 | 0.0127 | 6.8000e-004 | 0.0134 | 3.7300e-003 | 6.5000e-004 | 4.3800e-003 | | 76.9739 | 76.9739 | 1.0900e-003 | 0.0119 | 80.5383 |
| Worker | 0.3197 | 0.0879 | 0.9135 | 8.6000e-004 | 0.0670 | 1.0300e-003 | 0.0681 | 0.0180 | 9.5000e-004 | 0.0189 | | 86.8998 | 86.8998 | 0.0183 | 0.0107 | 90.5556 |
| Total | 0.3380 | 0.4544 | 1.1628 | 1.5900e-003 | 0.0798 | 1.7100e-003 | 0.0815 | 0.0217 | 1.6000e-003 | 0.0233 | | 164.1319 | 164.1319 | 0.0194 | 0.0226 | 171.3643 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.2500e-003 | 9.8000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2525 | 0.2525 | 0.0000 | 4.0000e-005 | 0.2644 |
| Vendor | 0.0181 | 0.3632 | 0.2458 | 7.1000e-004 | 0.0127 | 6.7000e-004 | 0.0134 | 3.7300e-003 | 6.4000e-004 | 4.3700e-003 | | 75.4457 | 75.4457 | 1.0800e-003 | 0.0116 | 78.9373 |
| Worker | 0.2945 | 0.0809 | 0.8706 | 8.3000e-004 | 0.0670 | 9.8000e-004 | 0.0680 | 0.0180 | 9.0000e-004 | 0.0189 | | 84.0082 | 84.0082 | 0.0168 | 0.0102 | 87.4704 |
| Total | 0.3126 | 0.4454 | 1.1174 | 1.5400e-003 | 0.0798 | 1.6500e-003 | 0.0814 | 0.0217 | 1.5400e-003 | 0.0233 | | 159.7064 | 159.7064 | 0.0179 | 0.0219 | 166.6721 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.2500e-003 | 9.8000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2525 | 0.2525 | 0.0000 | 4.0000e-005 | 0.2644 |
| Vendor | 0.0181 | 0.3632 | 0.2458 | 7.1000e-004 | 0.0127 | 6.7000e-004 | 0.0134 | 3.7300e-003 | 6.4000e-004 | 4.3700e-003 | | 75.4457 | 75.4457 | 1.0800e-003 | 0.0116 | 78.9373 |
| Worker | 0.2945 | 0.0809 | 0.8706 | 8.3000e-004 | 0.0670 | 9.8000e-004 | 0.0680 | 0.0180 | 9.0000e-004 | 0.0189 | | 84.0082 | 84.0082 | 0.0168 | 0.0102 | 87.4704 |
| Total | 0.3126 | 0.4454 | 1.1174 | 1.5400e-003 | 0.0798 | 1.6500e-003 | 0.0814 | 0.0217 | 1.5400e-003 | 0.0233 | | 159.7064 | 159.7064 | 0.0179 | 0.0219 | 166.6721 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.2000e-004 | 0.0125 | 9.8300e-003 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5245 | 2.5245 | 4.0000e-005 | 4.0000e-004 | 2.6438 |
| Vendor | 2.7800e-003 | 0.0559 | 0.0378 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.6070 | 11.6070 | 1.7000e-004 | 1.7900e-003 | 12.1442 |
| Worker | 0.0257 | 7.0600e-003 | 0.0759 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.3263 | 7.3263 | 1.4700e-003 | 8.9000e-004 | 7.6282 |
| Total | 0.0292 | 0.0754 | 0.1236 | 2.0000e-004 | 8.0900e-003 | 2.1000e-004 | 8.2900e-003 | 2.2200e-003 | 2.0000e-004 | 2.4200e-003 | | 21.4578 | 21.4578 | 1.6800e-003 | 3.0800e-003 | 22.4162 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.2000e-004 | 0.0125 | 9.8300e-003 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5245 | 2.5245 | 4.0000e-005 | 4.0000e-004 | 2.6438 |
| Vendor | 2.7800e-003 | 0.0559 | 0.0378 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.6070 | 11.6070 | 1.7000e-004 | 1.7900e-003 | 12.1442 |
| Worker | 0.0257 | 7.0600e-003 | 0.0759 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.3263 | 7.3263 | 1.4700e-003 | 8.9000e-004 | 7.6282 |
| Total | 0.0292 | 0.0754 | 0.1236 | 2.0000e-004 | 8.0900e-003 | 2.1000e-004 | 8.2900e-003 | 2.2200e-003 | 2.0000e-004 | 2.4200e-003 | | 21.4578 | 21.4578 | 1.6800e-003 | 3.0800e-003 | 22.4162 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 74.1495 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 74.3203 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.0800e-003 | 1.6400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4208 | 0.4208 | 1.0000e-005 | 7.0000e-005 | 0.4406 |
| 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 |
| Worker | 0.0582 | 0.0160 | 0.1721 | 1.6000e-004 | 0.0133 | 1.9000e-004 | 0.0134 | 3.5600e-003 | 1.8000e-004 | 3.7300e-003 | | 16.6063 | 16.6063 | 3.3200e-003 | 2.0200e-003 | 17.2907 |
| Total | 0.0583 | 0.0181 | 0.1737 | 1.6000e-004 | 0.0133 | 1.9000e-004 | 0.0135 | 3.5700e-003 | 1.8000e-004 | 3.7500e-003 | | 17.0270 | 17.0270 | 3.3300e-003 | 2.0900e-003 | 17.7313 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 74.1495 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 74.3203 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.0800e-003 | 1.6400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4208 | 0.4208 | 1.0000e-005 | 7.0000e-005 | 0.4406 |
| 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 |
| Worker | 0.0582 | 0.0160 | 0.1721 | 1.6000e-004 | 0.0133 | 1.9000e-004 | 0.0134 | 3.5600e-003 | 1.8000e-004 | 3.7300e-003 | | 16.6063 | 16.6063 | 3.3200e-003 | 2.0200e-003 | 17.2907 |
| Total | 0.0583 | 0.0181 | 0.1737 | 1.6000e-004 | 0.0133 | 1.9000e-004 | 0.0135 | 3.5700e-003 | 1.8000e-004 | 3.7500e-003 | | 17.0270 | 17.0270 | 3.3300e-003 | 2.0900e-003 | 17.7313 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 2.6859 | 1.4128 | 7.9834 | 7.7300e-003 | 0.5855 | 9.3500e-003 | 0.5948 | 0.1557 | 8.6500e-003 | 0.1644 | | 793.2516 | 793.2516 | 0.1608 | 0.1100 | 830.0432 |
| Unmitigated | 2.6859 | 1.4128 | 7.9834 | 7.7300e-003 | 0.5855 | 9.3500e-003 | 0.5948 | 0.1557 | 8.6500e-003 | 0.1644 | | 793.2516 | 793.2516 | 0.1608 | 0.1100 | 830.0432 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---------------------|-------------------------|-----------------|-----------------|----------------|----------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 942.44 | 942.44 | 942.44 | 171,525 | 171,525 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 587.41 | 587.41 | 587.41 | 106,909 | 106,909 |
| Total | 1,529.86 | 1,529.86 | 1,529.86 | 278,434 | 278,434 |

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 |
| Apartments Low Rise | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.521500 | 0.214600 | 0.168100 | 0.056900 | 0.000800 | 0.000900 | 0.007500 | 0.020300 | 0.000000 | 0.004400 | 0.002500 | 0.000200 | 0.002300 |
| City Park | 0.525357 | 0.051382 | 0.167800 | 0.162287 | 0.028850 | 0.007480 | 0.012195 | 0.015949 | 0.000630 | 0.000469 | 0.022910 | 0.001396 | 0.003296 |
| Condo/Townhouse | 0.521500 | 0.214600 | 0.168100 | 0.056900 | 0.000800 | 0.000900 | 0.007500 | 0.020300 | 0.000000 | 0.004400 | 0.002500 | 0.000200 | 0.002300 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |
| NaturalGas Unmitigated | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 6448.14 | 0.0695 | 0.5942 | 0.2529 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | | 758.6052 | 758.6052 | 0.0145 | 0.0139 | 763.1132 |
| City Park | 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 |
| Condo/Townhouse | 2854.59 | 0.0308 | 0.2631 | 0.1119 | 1.6800e-003 | | 0.0213 | 0.0213 | | 0.0213 | 0.0213 | | 335.8336 | 335.8336 | 6.4400e-003 | 6.1600e-003 | 337.8293 |
| Total | | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 6.44814 | 0.0695 | 0.5942 | 0.2529 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | | 758.6052 | 758.6052 | 0.0145 | 0.0139 | 763.1132 |
| City Park | 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 |
| Condo/Townhouse | 2.85459 | 0.0308 | 0.2631 | 0.1119 | 1.6800e-003 | | 0.0213 | 0.0213 | | 0.0213 | 0.0213 | | 335.8336 | 335.8336 | 6.4400e-003 | 6.1600e-003 | 337.8293 |
| Total | | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.0772 | 2.3859 | 20.3137 | 0.0148 | | 0.2824 | 0.2824 | | 0.2824 | 0.2824 | 0.0000 | 2,795,242 7 | 2,795,242 7 | 0.0861 | 0.0506 | 2,812.477 0 |
| Unmitigated | 5.0855 | 2.3873 | 20.4544 | 0.0148 | | 0.2832 | 0.2832 | | 0.2832 | 0.2832 | 0.0000 | 2,795,559 9 | 2,795,559 9 | 0.0866 | 0.0506 | 2,812.806 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4063 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.8396 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.2530 | 2.1623 | 0.9201 | 0.0138 | | 0.1748 | 0.1748 | | 0.1748 | 0.1748 | 0.0000 | 2,760.352 9 | 2,760.352 9 | 0.0529 | 0.0506 | 2,776.756 3 |
| Landscaping | 0.5865 | 0.2250 | 19.5343 | 1.0300e-003 | | 0.1084 | 0.1084 | | 0.1084 | 0.1084 | | 35.2069 | 35.2069 | 0.0337 | | 36.0498 |
| Total | 5.0855 | 2.3873 | 20.4544 | 0.0148 | | 0.2832 | 0.2832 | | 0.2832 | 0.2832 | 0.0000 | 2,795.559 9 | 2,795.559 9 | 0.0866 | 0.0506 | 2,812.806 1 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4063 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.8396 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.2530 | 2.1623 | 0.9201 | 0.0138 | | 0.1748 | 0.1748 | | 0.1748 | 0.1748 | 0.0000 | 2,760.3529 | 2,760.3529 | 0.0529 | 0.0506 | 2,776.7563 |
| Landscaping | 0.5783 | 0.2236 | 19.3936 | 1.0200e-003 | | 0.1076 | 0.1076 | | 0.1076 | 0.1076 | | 34.8898 | 34.8898 | 0.0332 | | 35.7206 |
| Total | 5.0772 | 2.3859 | 20.3137 | 0.0148 | | 0.2824 | 0.2824 | | 0.2824 | 0.2824 | 0.0000 | 2,795.2427 | 2,795.2427 | 0.0861 | 0.0506 | 2,812.4770 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations
Tulare County, Winter**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 0.10 | Acre | 0.10 | 4,356.00 | 0 |
| Apartments Low Rise | 146.00 | Dwelling Unit | 9.70 | 146,000.00 | 418 |
| Condo/Townhouse | 91.00 | Dwelling Unit | 9.00 | 91,000.00 | 260 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | Operational Year | | 2026 | |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 390.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Tier 2 Multifamily Residential
Multifamily Housing (Low Rise) - High Density Residential and Medium Density Residential

Land Use - Phase 1 Tier 2 Multifamily Residential
9.7 acres of High Density Residential (146 units)
9.1 acres of Medium Density Residential (91 units)

Construction Phase - Default construction schedule
No demolition

Assumed to start immediately following completion of Phase 1, Tier 1 Multifamily Residential construction

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Trip rates derived from project-specific daily trips.
Multifamily Housing (Low Rise) ADT: 6.455

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Mobile Land Use Mitigation -

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2026 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.53 | 0.52 |
| tblFleetMix | LDA | 0.53 | 0.52 |
| tblFleetMix | LDT1 | 0.05 | 0.21 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|----------------|-------------------|-------------|-------------|
| tblFleetMix | LDT1 | 0.05 | 0.21 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.4800e-003 | 9.0000e-004 |
| tblFleetMix | LHD2 | 7.4800e-003 | 9.0000e-004 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.16 | 0.06 |
| tblFleetMix | MDV | 0.16 | 0.06 |
| tblFleetMix | MH | 3.2960e-003 | 2.3000e-003 |
| tblFleetMix | MH | 3.2960e-003 | 2.3000e-003 |
| tblFleetMix | MHD | 0.01 | 7.5000e-003 |
| tblFleetMix | MHD | 0.01 | 7.5000e-003 |
| tblFleetMix | OBUS | 6.3000e-004 | 0.00 |
| tblFleetMix | OBUS | 6.3000e-004 | 0.00 |
| tblFleetMix | SBUS | 1.3960e-003 | 2.0000e-004 |
| tblFleetMix | SBUS | 1.3960e-003 | 2.0000e-004 |
| tblFleetMix | UBUS | 4.6900e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6900e-004 | 4.4000e-003 |
| tblLandUse | LotAcreage | 9.13 | 9.70 |
| tblLandUse | LotAcreage | 5.69 | 9.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|--------|
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbIVehicleTrips | DV_TP | 11.00 | 0.00 |
| tbIVehicleTrips | DV_TP | 11.00 | 0.00 |
| tbIVehicleTrips | HO_TL | 7.50 | 0.50 |
| tbIVehicleTrips | HO_TL | 7.50 | 0.50 |
| tbIVehicleTrips | HS_TL | 7.30 | 0.50 |
| tbIVehicleTrips | HS_TL | 7.30 | 0.50 |
| tbIVehicleTrips | HW_TL | 10.80 | 0.50 |
| tbIVehicleTrips | HW_TL | 10.80 | 0.50 |
| tbIVehicleTrips | PB_TP | 3.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 3.00 | 0.00 |
| tbIVehicleTrips | PR_TP | 86.00 | 100.00 |
| tbIVehicleTrips | PR_TP | 86.00 | 100.00 |
| tbIVehicleTrips | ST_TR | 8.14 | 6.46 |
| tbIVehicleTrips | ST_TR | 1.96 | 0.00 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|------|
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|------------------------|------------------------|---------------|-----------------|------------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2024 | 3.2456 | 32.4022 | 27.8749 | 0.0622 | 19.6647 | 1.3356 | 20.8942 | 10.1045 | 1.2287 | 11.2357 | 0.0000 | 6,021.750 1 | 6,021.750 1 | 1.9468 | 2.3100e- 003 | 6,070.971 5 |
| 2025 | 2.9264 | 27.9669 | 26.4763 | 0.0622 | 9.2116 | 1.1310 | 10.3427 | 3.6559 | 1.0406 | 4.6965 | 0.0000 | 6,019.905 1 | 6,019.905 1 | 1.9461 | 0.0241 | 6,069.082 2 |
| 2026 | 74.3587 | 12.9546 | 17.4621 | 0.0284 | 0.0798 | 0.5292 | 0.6090 | 0.0217 | 0.4978 | 0.5196 | 0.0000 | 2,710.412 8 | 2,710.412 8 | 0.7159 | 0.0232 | 2,732.951 8 |
| Maximum | 74.3587 | 32.4022 | 27.8749 | 0.0622 | 19.6647 | 1.3356 | 20.8942 | 10.1045 | 1.2287 | 11.2357 | 0.0000 | 6,021.750 1 | 6,021.750 1 | 1.9468 | 0.0241 | 6,070.971 5 |

Mitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----------------|------------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2024 | 3.2456 | 32.4022 | 27.8749 | 0.0622 | 8.8533 | 1.3356 | 10.0828 | 4.5482 | 1.2287 | 5.6793 | 0.0000 | 6,021.750 1 | 6,021.750 1 | 1.9468 | 2.3100e- 003 | 6,070.971 5 |
| 2025 | 2.9264 | 27.9669 | 26.4763 | 0.0622 | 4.1496 | 1.1310 | 5.2807 | 1.6464 | 1.0406 | 2.6869 | 0.0000 | 6,019.905 1 | 6,019.905 1 | 1.9461 | 0.0241 | 6,069.082 2 |
| 2026 | 74.3587 | 12.9546 | 17.4621 | 0.0284 | 0.0798 | 0.5292 | 0.6090 | 0.0217 | 0.4978 | 0.5196 | 0.0000 | 2,710.412 8 | 2,710.412 8 | 0.7159 | 0.0232 | 2,732.951 8 |
| Maximum | 74.3587 | 32.4022 | 27.8749 | 0.0622 | 8.8533 | 1.3356 | 10.0828 | 4.5482 | 1.2287 | 5.6793 | 0.0000 | 6,021.750 1 | 6,021.750 1 | 1.9468 | 0.0241 | 6,070.971 5 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 54.82 | 0.00 | 49.84 | 54.90 | 0.00 | 45.99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.0855 | 2.3873 | 20.4544 | 0.0148 | | 0.2832 | 0.2832 | | 0.2832 | 0.2832 | 0.0000 | 2,795.5599 | 2,795.5599 | 0.0866 | 0.0506 | 2,812.8061 |
| Energy | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |
| Mobile | 1.8018 | 1.5860 | 10.2560 | 7.2800e-003 | 0.5855 | 9.4000e-003 | 0.5949 | 0.1557 | 8.7000e-003 | 0.1644 | | 747.9193 | 747.9193 | 0.2111 | 0.1204 | 789.0856 |
| Total | 6.9876 | 4.8306 | 31.0752 | 0.0276 | 0.5855 | 0.3619 | 0.9474 | 0.1557 | 0.3612 | 0.5170 | 0.0000 | 4,637.9178 | 4,637.9178 | 0.3187 | 0.1911 | 4,702.8341 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.0772 | 2.3859 | 20.3137 | 0.0148 | | 0.2824 | 0.2824 | | 0.2824 | 0.2824 | 0.0000 | 2,795.2427 | 2,795.2427 | 0.0861 | 0.0506 | 2,812.4770 |
| Energy | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |
| Mobile | 1.8018 | 1.5860 | 10.2560 | 7.2800e-003 | 0.5855 | 9.4000e-003 | 0.5949 | 0.1557 | 8.7000e-003 | 0.1644 | | 747.9193 | 747.9193 | 0.2111 | 0.1204 | 789.0856 |
| Total | 6.9793 | 4.8292 | 30.9345 | 0.0276 | 0.5855 | 0.3611 | 0.9466 | 0.1557 | 0.3604 | 0.5161 | 0.0000 | 4,637.6007 | 4,637.6007 | 0.3182 | 0.1911 | 4,702.5050 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.12 | 0.03 | 0.45 | 0.04 | 0.00 | 0.23 | 0.09 | 0.00 | 0.23 | 0.16 | 0.00 | 0.01 | 0.01 | 0.15 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 12/14/2024 | 12/27/2024 | 5 | 10 | |
| 2 | Grading | Grading | 12/28/2024 | 2/7/2025 | 5 | 30 | |
| 3 | Building Construction | Building Construction | 2/8/2025 | 4/3/2026 | 5 | 300 | |
| 4 | Paving | Paving | 4/4/2026 | 5/1/2026 | 5 | 20 | |
| 5 | Architectural Coating | Architectural Coating | 5/2/2026 | 5/29/2026 | 5 | 20 | |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 479,925; Residential Outdoor: 159,975; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 172.00 | 26.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 34.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6609 | 27.1760 | 18.3356 | 0.0381 | | 1.2294 | 1.2294 | | 1.1310 | 1.1310 | | 3,688.0100 | 3,688.0100 | 1.1928 | | 3,717.8294 |
| Total | 2.6609 | 27.1760 | 18.3356 | 0.0381 | 19.6570 | 1.2294 | 20.8864 | 10.1025 | 1.1310 | 11.2335 | | 3,688.0100 | 3,688.0100 | 1.1928 | | 3,717.8294 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.4800e-003 | 0.0320 | 0.0239 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 6.0000e-005 | 2.4000e-004 | | 6.2710 | 6.2710 | 8.0000e-005 | 9.9000e-004 | 6.5669 |
| 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 |
| Worker | 0.0242 | 0.0118 | 0.1286 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1300e-003 | 1.8800e-003 | 1.0000e-004 | 1.9900e-003 | | 8.6512 | 8.6512 | 2.8300e-003 | 1.3200e-003 | 9.1163 |
| Total | 0.0257 | 0.0437 | 0.1526 | 1.5000e-004 | 7.6500e-003 | 1.7000e-004 | 7.8300e-003 | 2.0600e-003 | 1.6000e-004 | 2.2300e-003 | | 14.9223 | 14.9223 | 2.9100e-003 | 2.3100e-003 | 15.6832 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6609 | 27.1760 | 18.3356 | 0.0381 | | 1.2294 | 1.2294 | | 1.1310 | 1.1310 | 0.0000 | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |
| Total | 2.6609 | 27.1760 | 18.3356 | 0.0381 | 8.8457 | 1.2294 | 10.0750 | 4.5461 | 1.1310 | 5.6771 | 0.0000 | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.4800e-003 | 0.0320 | 0.0239 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 6.0000e-005 | 2.4000e-004 | | 6.2710 | 6.2710 | 8.0000e-005 | 9.9000e-004 | 6.5669 |
| 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 |
| Worker | 0.0242 | 0.0118 | 0.1286 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1300e-003 | 1.8800e-003 | 1.0000e-004 | 1.9900e-003 | | 8.6512 | 8.6512 | 2.8300e-003 | 1.3200e-003 | 9.1163 |
| Total | 0.0257 | 0.0437 | 0.1526 | 1.5000e-004 | 7.6500e-003 | 1.7000e-004 | 7.8300e-003 | 2.0600e-003 | 1.6000e-004 | 2.2300e-003 | | 14.9223 | 14.9223 | 2.9100e-003 | 2.3100e-003 | 15.6832 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.2181 | 32.3770 | 27.7228 | 0.0621 | | 1.3354 | 1.3354 | | 1.2286 | 1.2286 | | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |
| Total | 3.2181 | 32.3770 | 27.7228 | 0.0621 | 9.2036 | 1.3354 | 10.5390 | 3.6538 | 1.2286 | 4.8823 | | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.7000e-004 | 0.0122 | 9.1100e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.3890 | 2.3890 | 3.0000e-005 | 3.8000e-004 | 2.5017 |
| 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 |
| Worker | 0.0269 | 0.0131 | 0.1429 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9200e-003 | 2.0900e-003 | 1.2000e-004 | 2.2100e-003 | | 9.6125 | 9.6125 | 3.1400e-003 | 1.4700e-003 | 10.1293 |
| Total | 0.0275 | 0.0252 | 0.1521 | 1.2000e-004 | 8.0300e-003 | 1.5000e-004 | 8.1900e-003 | 2.1600e-003 | 1.4000e-004 | 2.3000e-003 | | 12.0015 | 12.0015 | 3.1700e-003 | 1.8500e-003 | 12.6309 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.2181 | 32.3770 | 27.7228 | 0.0621 | | 1.3354 | 1.3354 | | 1.2286 | 1.2286 | 0.0000 | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |
| Total | 3.2181 | 32.3770 | 27.7228 | 0.0621 | 4.1416 | 1.3354 | 5.4770 | 1.6442 | 1.2286 | 2.8728 | 0.0000 | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.7000e-004 | 0.0122 | 9.1100e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.3890 | 2.3890 | 3.0000e-005 | 3.8000e-004 | 2.5017 |
| 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 |
| Worker | 0.0269 | 0.0131 | 0.1429 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9200e-003 | 2.0900e-003 | 1.2000e-004 | 2.2100e-003 | | 9.6125 | 9.6125 | 3.1400e-003 | 1.4700e-003 | 10.1293 |
| Total | 0.0275 | 0.0252 | 0.1521 | 1.2000e-004 | 8.0300e-003 | 1.5000e-004 | 8.1900e-003 | 2.1600e-003 | 1.4000e-004 | 2.3000e-003 | | 12.0015 | 12.0015 | 3.1700e-003 | 1.8500e-003 | 12.6309 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.6000e-004 | 0.0121 | 9.0600e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.3374 | 2.3374 | 3.0000e-005 | 3.7000e-004 | 2.4476 |
| 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 |
| Worker | 0.0246 | 0.0120 | 0.1361 | 9.0000e-005 | 7.7900e-003 | 1.2000e-004 | 7.9100e-003 | 2.0900e-003 | 1.1000e-004 | 2.2000e-003 | | 9.2863 | 9.2863 | 2.8700e-003 | 1.3900e-003 | 9.7731 |
| Total | 0.0251 | 0.0241 | 0.1452 | 1.1000e-004 | 8.0300e-003 | 1.4000e-004 | 8.1800e-003 | 2.1600e-003 | 1.3000e-004 | 2.2900e-003 | | 11.6237 | 11.6237 | 2.9000e-003 | 1.7600e-003 | 12.2207 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.6000e-004 | 0.0121 | 9.0600e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.3374 | 2.3374 | 3.0000e-005 | 3.7000e-004 | 2.4476 |
| 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 |
| Worker | 0.0246 | 0.0120 | 0.1361 | 9.0000e-005 | 7.7900e-003 | 1.2000e-004 | 7.9100e-003 | 2.0900e-003 | 1.1000e-004 | 2.2000e-003 | | 9.2863 | 9.2863 | 2.8700e-003 | 1.3900e-003 | 9.7731 |
| Total | 0.0251 | 0.0241 | 0.1452 | 1.1000e-004 | 8.0300e-003 | 1.4000e-004 | 8.1800e-003 | 2.1600e-003 | 1.3000e-004 | 2.2900e-003 | | 11.6237 | 11.6237 | 2.9000e-003 | 1.7600e-003 | 12.2207 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.3600e-003 | 1.0200e-003 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2630 | 0.2630 | 0.0000 | 4.0000e-005 | 0.2754 |
| Vendor | 0.0163 | 0.3909 | 0.2612 | 7.4000e-004 | 0.0127 | 7.0000e-004 | 0.0134 | 3.7300e-003 | 6.7000e-004 | 4.4000e-003 | | 78.0120 | 78.0120 | 1.0300e-003 | 0.0121 | 81.6279 |
| Worker | 0.2113 | 0.1029 | 1.1707 | 7.9000e-004 | 0.0670 | 1.0300e-003 | 0.0681 | 0.0180 | 9.5000e-004 | 0.0189 | | 79.8625 | 79.8625 | 0.0247 | 0.0120 | 84.0487 |
| Total | 0.2276 | 0.4951 | 1.4329 | 1.5300e-003 | 0.0798 | 1.7300e-003 | 0.0815 | 0.0217 | 1.6200e-003 | 0.0234 | | 158.1374 | 158.1374 | 0.0257 | 0.0241 | 165.9519 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.3600e-003 | 1.0200e-003 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2630 | 0.2630 | 0.0000 | 4.0000e-005 | 0.2754 |
| Vendor | 0.0163 | 0.3909 | 0.2612 | 7.4000e-004 | 0.0127 | 7.0000e-004 | 0.0134 | 3.7300e-003 | 6.7000e-004 | 4.4000e-003 | | 78.0120 | 78.0120 | 1.0300e-003 | 0.0121 | 81.6279 |
| Worker | 0.2113 | 0.1029 | 1.1707 | 7.9000e-004 | 0.0670 | 1.0300e-003 | 0.0681 | 0.0180 | 9.5000e-004 | 0.0189 | | 79.8625 | 79.8625 | 0.0247 | 0.0120 | 84.0487 |
| Total | 0.2276 | 0.4951 | 1.4329 | 1.5300e-003 | 0.0798 | 1.7300e-003 | 0.0815 | 0.0217 | 1.6200e-003 | 0.0234 | | 158.1374 | 158.1374 | 0.0257 | 0.0241 | 165.9519 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.3500e-003 | 1.0100e-003 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2570 | 0.2570 | 0.0000 | 4.0000e-005 | 0.2691 |
| Vendor | 0.0161 | 0.3889 | 0.2584 | 7.2000e-004 | 0.0127 | 7.0000e-004 | 0.0134 | 3.7300e-003 | 6.7000e-004 | 4.3900e-003 | | 76.4713 | 76.4713 | 1.0100e-003 | 0.0118 | 80.0137 |
| Worker | 0.1937 | 0.0947 | 1.1181 | 7.6000e-004 | 0.0670 | 9.8000e-004 | 0.0680 | 0.0180 | 9.0000e-004 | 0.0189 | | 77.2101 | 77.2101 | 0.0226 | 0.0114 | 81.1710 |
| Total | 0.2098 | 0.4850 | 1.3775 | 1.4800e-003 | 0.0798 | 1.6800e-003 | 0.0815 | 0.0217 | 1.5700e-003 | 0.0233 | | 153.9384 | 153.9384 | 0.0236 | 0.0232 | 161.4538 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.3500e-003 | 1.0100e-003 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2570 | 0.2570 | 0.0000 | 4.0000e-005 | 0.2691 |
| Vendor | 0.0161 | 0.3889 | 0.2584 | 7.2000e-004 | 0.0127 | 7.0000e-004 | 0.0134 | 3.7300e-003 | 6.7000e-004 | 4.3900e-003 | | 76.4713 | 76.4713 | 1.0100e-003 | 0.0118 | 80.0137 |
| Worker | 0.1937 | 0.0947 | 1.1181 | 7.6000e-004 | 0.0670 | 9.8000e-004 | 0.0680 | 0.0180 | 9.0000e-004 | 0.0189 | | 77.2101 | 77.2101 | 0.0226 | 0.0114 | 81.1710 |
| Total | 0.2098 | 0.4850 | 1.3775 | 1.4800e-003 | 0.0798 | 1.6800e-003 | 0.0815 | 0.0217 | 1.5700e-003 | 0.0233 | | 153.9384 | 153.9384 | 0.0236 | 0.0232 | 161.4538 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.3000e-004 | 0.0135 | 0.0101 | 2.0000e-005 | 2.8000e-004 | 3.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5701 | 2.5701 | 3.0000e-005 | 4.0000e-004 | 2.6914 |
| Vendor | 2.4700e-003 | 0.0598 | 0.0398 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 11.7648 | 11.7648 | 1.6000e-004 | 1.8200e-003 | 12.3098 |
| Worker | 0.0169 | 8.2600e-003 | 0.0975 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.7334 | 6.7334 | 1.9700e-003 | 9.9000e-004 | 7.0789 |
| Total | 0.0200 | 0.0816 | 0.1474 | 2.0000e-004 | 8.0900e-003 | 2.3000e-004 | 8.2900e-003 | 2.2200e-003 | 2.0000e-004 | 2.4300e-003 | | 21.0684 | 21.0684 | 2.1600e-003 | 3.2100e-003 | 22.0800 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.3000e-004 | 0.0135 | 0.0101 | 2.0000e-005 | 2.8000e-004 | 3.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5701 | 2.5701 | 3.0000e-005 | 4.0000e-004 | 2.6914 |
| Vendor | 2.4700e-003 | 0.0598 | 0.0398 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 11.7648 | 11.7648 | 1.6000e-004 | 1.8200e-003 | 12.3098 |
| Worker | 0.0169 | 8.2600e-003 | 0.0975 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.7334 | 6.7334 | 1.9700e-003 | 9.9000e-004 | 7.0789 |
| Total | 0.0200 | 0.0816 | 0.1474 | 2.0000e-004 | 8.0900e-003 | 2.3000e-004 | 8.2900e-003 | 2.2200e-003 | 2.0000e-004 | 2.4300e-003 | | 21.0684 | 21.0684 | 2.1600e-003 | 3.2100e-003 | 22.0800 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 74.1495 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 74.3203 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-004 | 2.2500e-003 | 1.6900e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4284 | 0.4284 | 1.0000e-005 | 7.0000e-005 | 0.4486 |
| 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 |
| Worker | 0.0383 | 0.0187 | 0.2210 | 1.5000e-004 | 0.0133 | 1.9000e-004 | 0.0134 | 3.5600e-003 | 1.8000e-004 | 3.7300e-003 | | 15.2625 | 15.2625 | 4.4700e-003 | 2.2500e-003 | 16.0454 |
| Total | 0.0384 | 0.0210 | 0.2227 | 1.5000e-004 | 0.0133 | 1.9000e-004 | 0.0135 | 3.5700e-003 | 1.8000e-004 | 3.7500e-003 | | 15.6908 | 15.6908 | 4.4800e-003 | 2.3200e-003 | 16.4940 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 74.1495 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 74.3203 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-004 | 2.2500e-003 | 1.6900e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4284 | 0.4284 | 1.0000e-005 | 7.0000e-005 | 0.4486 |
| 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 |
| Worker | 0.0383 | 0.0187 | 0.2210 | 1.5000e-004 | 0.0133 | 1.9000e-004 | 0.0134 | 3.5600e-003 | 1.8000e-004 | 3.7300e-003 | | 15.2625 | 15.2625 | 4.4700e-003 | 2.2500e-003 | 16.0454 |
| Total | 0.0384 | 0.0210 | 0.2227 | 1.5000e-004 | 0.0133 | 1.9000e-004 | 0.0135 | 3.5700e-003 | 1.8000e-004 | 3.7500e-003 | | 15.6908 | 15.6908 | 4.4800e-003 | 2.3200e-003 | 16.4940 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.8018 | 1.5860 | 10.2560 | 7.2800e-003 | 0.5855 | 9.4000e-003 | 0.5949 | 0.1557 | 8.7000e-003 | 0.1644 | | 747.9193 | 747.9193 | 0.2111 | 0.1204 | 789.0856 |
| Unmitigated | 1.8018 | 1.5860 | 10.2560 | 7.2800e-003 | 0.5855 | 9.4000e-003 | 0.5949 | 0.1557 | 8.7000e-003 | 0.1644 | | 747.9193 | 747.9193 | 0.2111 | 0.1204 | 789.0856 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---------------------|-------------------------|-----------------|-----------------|----------------|----------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 942.44 | 942.44 | 942.44 | 171,525 | 171,525 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 587.41 | 587.41 | 587.41 | 106,909 | 106,909 |
| Total | 1,529.86 | 1,529.86 | 1,529.86 | 278,434 | 278,434 |

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 |
| Apartments Low Rise | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.521500 | 0.214600 | 0.168100 | 0.056900 | 0.000800 | 0.000900 | 0.007500 | 0.020300 | 0.000000 | 0.004400 | 0.002500 | 0.000200 | 0.002300 |
| City Park | 0.525357 | 0.051382 | 0.167800 | 0.162287 | 0.028850 | 0.007480 | 0.012195 | 0.015949 | 0.000630 | 0.000469 | 0.022910 | 0.001396 | 0.003296 |
| Condo/Townhouse | 0.521500 | 0.214600 | 0.168100 | 0.056900 | 0.000800 | 0.000900 | 0.007500 | 0.020300 | 0.000000 | 0.004400 | 0.002500 | 0.000200 | 0.002300 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |
| NaturalGas Unmitigated | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 6448.14 | 0.0695 | 0.5942 | 0.2529 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | | 758.6052 | 758.6052 | 0.0145 | 0.0139 | 763.1132 |
| City Park | 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 |
| Condo/Townhouse | 2854.59 | 0.0308 | 0.2631 | 0.1119 | 1.6800e-003 | | 0.0213 | 0.0213 | | 0.0213 | 0.0213 | | 335.8336 | 335.8336 | 6.4400e-003 | 6.1600e-003 | 337.8293 |
| Total | | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 6.44814 | 0.0695 | 0.5942 | 0.2529 | 3.7900e-003 | | 0.0480 | 0.0480 | | 0.0480 | 0.0480 | | 758.6052 | 758.6052 | 0.0145 | 0.0139 | 763.1132 |
| City Park | 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 |
| Condo/Townhouse | 2.85459 | 0.0308 | 0.2631 | 0.1119 | 1.6800e-003 | | 0.0213 | 0.0213 | | 0.0213 | 0.0213 | | 335.8336 | 335.8336 | 6.4400e-003 | 6.1600e-003 | 337.8293 |
| Total | | 0.1003 | 0.8573 | 0.3648 | 5.4700e-003 | | 0.0693 | 0.0693 | | 0.0693 | 0.0693 | | 1,094.4387 | 1,094.4387 | 0.0210 | 0.0201 | 1,100.9424 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.0772 | 2.3859 | 20.3137 | 0.0148 | | 0.2824 | 0.2824 | | 0.2824 | 0.2824 | 0.0000 | 2,795,242 7 | 2,795,242 7 | 0.0861 | 0.0506 | 2,812.477 0 |
| Unmitigated | 5.0855 | 2.3873 | 20.4544 | 0.0148 | | 0.2832 | 0.2832 | | 0.2832 | 0.2832 | 0.0000 | 2,795,559 9 | 2,795,559 9 | 0.0866 | 0.0506 | 2,812.806 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4063 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.8396 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.2530 | 2.1623 | 0.9201 | 0.0138 | | 0.1748 | 0.1748 | | 0.1748 | 0.1748 | 0.0000 | 2,760.352 9 | 2,760.352 9 | 0.0529 | 0.0506 | 2,776.756 3 |
| Landscaping | 0.5865 | 0.2250 | 19.5343 | 1.0300e-003 | | 0.1084 | 0.1084 | | 0.1084 | 0.1084 | | 35.2069 | 35.2069 | 0.0337 | | 36.0498 |
| Total | 5.0855 | 2.3873 | 20.4544 | 0.0148 | | 0.2832 | 0.2832 | | 0.2832 | 0.2832 | 0.0000 | 2,795.559 9 | 2,795.559 9 | 0.0866 | 0.0506 | 2,812.806 1 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4063 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.8396 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.2530 | 2.1623 | 0.9201 | 0.0138 | | 0.1748 | 0.1748 | | 0.1748 | 0.1748 | 0.0000 | 2,760.3529 | 2,760.3529 | 0.0529 | 0.0506 | 2,776.7563 |
| Landscaping | 0.5783 | 0.2236 | 19.3936 | 1.0200e-003 | | 0.1076 | 0.1076 | | 0.1076 | 0.1076 | | 34.8898 | 34.8898 | 0.0332 | | 35.7206 |
| Total | 5.0772 | 2.3859 | 20.3137 | 0.0148 | | 0.2824 | 0.2824 | | 0.2824 | 0.2824 | 0.0000 | 2,795.2427 | 2,795.2427 | 0.0861 | 0.0506 | 2,812.4770 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2026 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations
Tulare County, Summer**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 2.60 | Acre | 2.60 | 113,256.00 | 0 |
| Single Family Housing | 505.00 | Dwelling Unit | 98.30 | 909,000.00 | 1444 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2028 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Single-family Residential - Localized
100.9 acres of Low Density Residential (up to 505 units)

Land Use - 100.9 acres of Low Density Residential (up to 505 units)

Construction Phase - Construction schedule adjusted to estimate construction of 100 low-density residential units per year on average
No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.
ADT: 8.546/DU (see supporting information)

Vehicle Emission Factors -

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2028 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-------------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 3,100.00 | 1,184.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.54 | 0.52 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.0130e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.15 | 0.06 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------|----------------------------|-------------|-------------|
| tblFleetMix | MH | 3.0330e-003 | 2.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | OBUS | 6.2500e-004 | 0.00 |
| tblFleetMix | SBUS | 1.3370e-003 | 7.0000e-004 |
| tblFleetMix | UBUS | 4.6700e-004 | 4.4000e-003 |
| tblLandUse | LotAcreage | 163.96 | 98.30 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 3.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 3.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.10 |
| tblOffRoadEquipment | UsageHours | 8.00 | 10.50 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 9.20 |
| tblOffRoadEquipment | UsageHours | 8.00 | 10.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 40.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblVehicleTrips | DV_TP | 11.00 | 0.00 |
| tblVehicleTrips | HO_TL | 7.50 | 0.50 |
| tblVehicleTrips | HS_TL | 7.30 | 0.50 |
| tblVehicleTrips | HW_TL | 10.80 | 0.50 |
| tblVehicleTrips | PB_TP | 3.00 | 0.00 |
| tblVehicleTrips | PR_TP | 86.00 | 100.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 3.2140 | 33.0983 | 19.8121 | 0.0382 | 19.6641 | 1.6127 | 21.2768 | 10.1043 | 1.4837 | 11.5880 | 0.0000 | 3,696.6815 | 3,696.6815 | 1.1947 | 1.4200e-003 | 3,726.9689 |
| 2023 | 9.1215 | 83.7020 | 87.5921 | 0.1593 | 19.7969 | 3.7745 | 23.4129 | 10.1409 | 3.5111 | 13.5062 | 0.0000 | 15,304.0144 | 15,304.0144 | 4.2901 | 0.0550 | 15,427.6443 |
| 2024 | 7.6353 | 68.8190 | 72.2650 | 0.1362 | 9.3364 | 2.9481 | 12.2845 | 3.6903 | 2.7455 | 6.4358 | 0.0000 | 13,066.9773 | 13,066.9773 | 3.5615 | 0.0505 | 13,171.0493 |
| 2025 | 4.0647 | 33.8589 | 44.1408 | 0.0739 | 0.1250 | 1.3874 | 1.5123 | 0.0344 | 1.3051 | 1.3395 | 0.0000 | 7,040.3003 | 7,040.3003 | 1.6042 | 0.0476 | 7,094.5999 |
| 2026 | 4.0305 | 33.8440 | 44.0767 | 0.0739 | 0.1250 | 1.3873 | 1.5123 | 0.0344 | 1.3050 | 1.3394 | 0.0000 | 7,032.1566 | 7,032.1566 | 1.6021 | 0.0463 | 7,085.9940 |
| 2027 | 30.0978 | 34.9968 | 46.0507 | 0.0770 | 0.1429 | 1.4390 | 1.5819 | 0.0392 | 1.3566 | 1.3959 | 0.0000 | 7,327.6732 | 7,327.6732 | 1.6198 | 0.0476 | 7,382.3481 |
| 2028 | 26.0922 | 1.1644 | 2.0227 | 3.1800e-003 | 0.0179 | 0.0517 | 0.0697 | 4.8100e-003 | 0.0517 | 0.0565 | 0.0000 | 302.6662 | 302.6662 | 0.0192 | 2.5200e-003 | 303.8946 |
| Maximum | 30.0978 | 83.7020 | 87.5921 | 0.1593 | 19.7969 | 3.7745 | 23.4129 | 10.1409 | 3.5111 | 13.5062 | 0.0000 | 15,304.0144 | 15,304.0144 | 4.2901 | 0.0550 | 15,427.6443 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 18.0789 | 5.0868 | 43.5845 | 0.0316 | | 0.6035 | 0.6035 | | 0.6035 | 0.6035 | 0.0000 | 5,956.784 2 | 5,956.784 2 | 0.1846 | 0.1078 | 5,993.532 6 |
| Energy | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.953 3 | 3,867.953 3 | 0.0741 | 0.0709 | 3,890.938 6 |
| Mobile | 6.6349 | 3.6135 | 20.7971 | 0.0205 | 1.6531 | 0.0239 | 1.6770 | 0.4400 | 0.0221 | 0.4621 | | 2,101.590 7 | 2,101.590 7 | 0.3950 | 0.2854 | 2,196.512 9 |
| Total | 25.0683 | 11.7302 | 65.6709 | 0.0714 | 1.6531 | 0.8723 | 2.5254 | 0.4400 | 0.8705 | 1.3105 | 0.0000 | 11,926.32 82 | 11,926.32 82 | 0.6537 | 0.4641 | 12,080.98 41 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 18.0613 | 5.0839 | 43.2848 | 0.0316 | | 0.6017 | 0.6017 | | 0.6017 | 0.6017 | 0.0000 | 5,956.108 5 | 5,956.108 5 | 0.1836 | 0.1078 | 5,992.831 2 |
| Energy | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.953 3 | 3,867.953 3 | 0.0741 | 0.0709 | 3,890.938 6 |
| Mobile | 6.6349 | 3.6135 | 20.7971 | 0.0205 | 1.6531 | 0.0239 | 1.6770 | 0.4400 | 0.0221 | 0.4621 | | 2,101.590 7 | 2,101.590 7 | 0.3950 | 0.2854 | 2,196.512 9 |
| Total | 25.0507 | 11.7273 | 65.3712 | 0.0714 | 1.6531 | 0.8705 | 2.5237 | 0.4400 | 0.8688 | 1.3087 | 0.0000 | 11,925.65 24 | 11,925.65 24 | 0.6527 | 0.4641 | 12,080.28 27 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.07 | 0.03 | 0.46 | 0.03 | 0.00 | 0.20 | 0.07 | 0.00 | 0.20 | 0.13 | 0.00 | 0.01 | 0.01 | 0.16 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2022 | 3/17/2023 | 5 | 120 | |
| 2 | Building Construction | Building Construction | 1/1/2023 | 7/15/2027 | 5 | 1184 | Adjusted for schedule and 505 units |
| 3 | Paving | Paving | 1/1/2023 | 11/3/2023 | 5 | 220 | |
| 4 | Grading | Grading | 3/18/2023 | 5/24/2024 | 5 | 310 | |
| 5 | Architectural Coating | Architectural Coating | 4/15/2027 | 2/16/2028 | 5 | 220 | |

Acres of Grading (Site Preparation Phase): 180

Acres of Grading (Grading Phase): 930

Acres of Paving: 0

Residential Indoor: 1,840,725; Residential Outdoor: 613,575; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 3 | 6.10 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 10.50 | 89 | 0.20 |
| Building Construction | Generator Sets | 3 | 7.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 9.20 | 97 | 0.37 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|-------|-----|------|
| Building Construction | Welders | 2 | 10.50 | 46 | 0.45 |
| 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 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 20 | 229.00 | 73.00 | 40.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 46.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1701 | 33.0835 | 19.6978 | 0.0380 | | 1.6126 | 1.6126 | | 1.4836 | 1.4836 | | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |
| Total | 3.1701 | 33.0835 | 19.6978 | 0.0380 | 19.6570 | 1.6126 | 21.2696 | 10.1025 | 1.4836 | 11.5860 | | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.5000e-004 | 2.6300e-003 | 1.8500e-003 | 1.0000e-005 | 5.0000e-005 | 1.0000e-005 | 6.0000e-005 | 1.0000e-005 | 1.0000e-005 | 2.0000e-005 | | 0.5455 | 0.5455 | 1.0000e-005 | 9.0000e-005 | 0.5713 |
| 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 |
| Worker | 0.0437 | 0.0121 | 0.1125 | 1.0000e-004 | 7.0100e-003 | 1.3000e-004 | 7.1400e-003 | 1.8800e-003 | 1.2000e-004 | 2.0000e-003 | | 10.0742 | 10.0742 | 2.5200e-003 | 1.3300e-003 | 10.5322 |
| Total | 0.0439 | 0.0148 | 0.1143 | 1.1000e-004 | 7.0600e-003 | 1.4000e-004 | 7.2000e-003 | 1.8900e-003 | 1.3000e-004 | 2.0200e-003 | | 10.6197 | 10.6197 | 2.5300e-003 | 1.4200e-003 | 11.1034 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2022

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1701 | 33.0835 | 19.6978 | 0.0380 | | 1.6126 | 1.6126 | | 1.4836 | 1.4836 | 0.0000 | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |
| Total | 3.1701 | 33.0835 | 19.6978 | 0.0380 | 8.8457 | 1.6126 | 10.4582 | 4.5461 | 1.4836 | 6.0297 | 0.0000 | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.5000e-004 | 2.6300e-003 | 1.8500e-003 | 1.0000e-005 | 5.0000e-005 | 1.0000e-005 | 6.0000e-005 | 1.0000e-005 | 1.0000e-005 | 2.0000e-005 | | 0.5455 | 0.5455 | 1.0000e-005 | 9.0000e-005 | 0.5713 |
| 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 |
| Worker | 0.0437 | 0.0121 | 0.1125 | 1.0000e-004 | 7.0100e-003 | 1.3000e-004 | 7.1400e-003 | 1.8800e-003 | 1.2000e-004 | 2.0000e-003 | | 10.0742 | 10.0742 | 2.5200e-003 | 1.3300e-003 | 10.5322 |
| Total | 0.0439 | 0.0148 | 0.1143 | 1.1000e-004 | 7.0600e-003 | 1.4000e-004 | 7.2000e-003 | 1.8900e-003 | 1.3000e-004 | 2.0200e-003 | | 10.6197 | 10.6197 | 2.5300e-003 | 1.4200e-003 | 11.1034 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6595 | 27.5242 | 18.2443 | 0.0381 | | 1.2660 | 1.2660 | | 1.1647 | 1.1647 | | 3,687.308 1 | 3,687.308 1 | 1.1926 | | 3,717.121 9 |
| Total | 2.6595 | 27.5242 | 18.2443 | 0.0381 | 19.6570 | 1.2660 | 20.9230 | 10.1025 | 1.1647 | 11.2672 | | 3,687.308 1 | 3,687.308 1 | 1.1926 | | 3,717.121 9 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.4000e-004 | 2.4700e-003 | 1.9400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.5234 | 0.5234 | 1.0000e-005 | 8.0000e-005 | 0.5481 |
| 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 |
| Worker | 0.0398 | 0.0110 | 0.1061 | 1.0000e-004 | 7.0100e-003 | 1.2000e-004 | 7.1400e-003 | 1.8800e-003 | 1.1000e-004 | 1.9900e-003 | | 9.7468 | 9.7468 | 2.3000e-003 | 1.2500e-003 | 10.1776 |
| Total | 0.0400 | 0.0135 | 0.1081 | 1.0000e-004 | 7.0600e-003 | 1.2000e-004 | 7.2000e-003 | 1.8900e-003 | 1.1000e-004 | 2.0100e-003 | | 10.2702 | 10.2702 | 2.3100e-003 | 1.3300e-003 | 10.7257 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6595 | 27.5242 | 18.2443 | 0.0381 | | 1.2660 | 1.2660 | | 1.1647 | 1.1647 | 0.0000 | 3,687.308 1 | 3,687.308 1 | 1.1926 | | 3,717.121 9 |
| Total | 2.6595 | 27.5242 | 18.2443 | 0.0381 | 8.8457 | 1.2660 | 10.1117 | 4.5461 | 1.1647 | 5.7108 | 0.0000 | 3,687.308 1 | 3,687.308 1 | 1.1926 | | 3,717.121 9 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.4000e-004 | 2.4700e-003 | 1.9400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.5234 | 0.5234 | 1.0000e-005 | 8.0000e-005 | 0.5481 |
| 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 |
| Worker | 0.0398 | 0.0110 | 0.1061 | 1.0000e-004 | 7.0100e-003 | 1.2000e-004 | 7.1400e-003 | 1.8800e-003 | 1.1000e-004 | 1.9900e-003 | | 9.7468 | 9.7468 | 2.3000e-003 | 1.2500e-003 | 10.1776 |
| Total | 0.0400 | 0.0135 | 0.1081 | 1.0000e-004 | 7.0600e-003 | 1.2000e-004 | 7.2000e-003 | 1.8900e-003 | 1.1000e-004 | 2.0100e-003 | | 10.2702 | 10.2702 | 2.3100e-003 | 1.3300e-003 | 10.7257 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.1266 | 37.7390 | 42.6442 | 0.0707 | | 1.8360 | 1.8360 | | 1.7276 | 1.7276 | | 6,705.0144 | 6,705.0144 | 1.5948 | | 6,744.8848 |
| Total | 4.1266 | 37.7390 | 42.6442 | 0.0707 | | 1.8360 | 1.8360 | | 1.7276 | 1.7276 | | 6,705.0144 | 6,705.0144 | 1.5948 | | 6,744.8848 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.2000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1516 | 0.1516 | 0.0000 | 2.0000e-005 | 0.1587 |
| Vendor | 0.0530 | 1.0346 | 0.7142 | 2.1200e-003 | 0.0357 | 1.9100e-003 | 0.0376 | 0.0105 | 1.8300e-003 | 0.0123 | | 224.0784 | 224.0784 | 3.1900e-003 | 0.0346 | 234.4657 |
| Worker | 0.5069 | 0.1401 | 1.3504 | 1.2300e-003 | 0.0893 | 1.5300e-003 | 0.0908 | 0.0240 | 1.4100e-003 | 0.0254 | | 124.0014 | 124.0014 | 0.0293 | 0.0159 | 129.4820 |
| Total | 0.5599 | 1.1754 | 2.0652 | 3.3500e-003 | 0.1250 | 3.4400e-003 | 0.1284 | 0.0344 | 3.2400e-003 | 0.0377 | | 348.2314 | 348.2314 | 0.0325 | 0.0506 | 364.1064 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.1266 | 37.7390 | 42.6442 | 0.0707 | | 1.8360 | 1.8360 | | 1.7276 | 1.7276 | 0.0000 | 6,705.014 4 | 6,705.014 4 | 1.5948 | | 6,744.884 7 |
| Total | 4.1266 | 37.7390 | 42.6442 | 0.0707 | | 1.8360 | 1.8360 | | 1.7276 | 1.7276 | 0.0000 | 6,705.014 4 | 6,705.014 4 | 1.5948 | | 6,744.884 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.2000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1516 | 0.1516 | 0.0000 | 2.0000e-005 | 0.1587 |
| Vendor | 0.0530 | 1.0346 | 0.7142 | 2.1200e-003 | 0.0357 | 1.9100e-003 | 0.0376 | 0.0105 | 1.8300e-003 | 0.0123 | | 224.0784 | 224.0784 | 3.1900e-003 | 0.0346 | 234.4657 |
| Worker | 0.5069 | 0.1401 | 1.3504 | 1.2300e-003 | 0.0893 | 1.5300e-003 | 0.0908 | 0.0240 | 1.4100e-003 | 0.0254 | | 124.0014 | 124.0014 | 0.0293 | 0.0159 | 129.4820 |
| Total | 0.5599 | 1.1754 | 2.0652 | 3.3500e-003 | 0.1250 | 3.4400e-003 | 0.1284 | 0.0344 | 3.2400e-003 | 0.0377 | | 348.2314 | 348.2314 | 0.0325 | 0.0506 | 364.1064 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.8611 | 35.2706 | 42.4422 | 0.0707 | | 1.6092 | 1.6092 | | 1.5137 | 1.5137 | | 6,706.2999 | 6,706.2999 | 1.5856 | | 6,745.9409 |
| Total | 3.8611 | 35.2706 | 42.4422 | 0.0707 | | 1.6092 | 1.6092 | | 1.5137 | 1.5137 | | 6,706.2999 | 6,706.2999 | 1.5856 | | 6,745.9409 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.1000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1487 | 0.1487 | 0.0000 | 2.0000e-005 | 0.1557 |
| Vendor | 0.0521 | 1.0307 | 0.7049 | 2.0800e-003 | 0.0357 | 1.9200e-003 | 0.0376 | 0.0105 | 1.8300e-003 | 0.0123 | | 220.3172 | 220.3172 | 3.1200e-003 | 0.0340 | 230.5255 |
| Worker | 0.4634 | 0.1278 | 1.2818 | 1.1900e-003 | 0.0893 | 1.4400e-003 | 0.0907 | 0.0240 | 1.3300e-003 | 0.0253 | | 119.7750 | 119.7750 | 0.0267 | 0.0151 | 124.9372 |
| Total | 0.5155 | 1.1592 | 1.9872 | 3.2700e-003 | 0.1250 | 3.3600e-003 | 0.1283 | 0.0344 | 3.1600e-003 | 0.0376 | | 340.2409 | 340.2409 | 0.0298 | 0.0491 | 355.6184 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.8611 | 35.2706 | 42.4422 | 0.0707 | | 1.6092 | 1.6092 | | 1.5137 | 1.5137 | 0.0000 | 6,706.2999 | 6,706.2999 | 1.5856 | | 6,745.9409 |
| Total | 3.8611 | 35.2706 | 42.4422 | 0.0707 | | 1.6092 | 1.6092 | | 1.5137 | 1.5137 | 0.0000 | 6,706.2999 | 6,706.2999 | 1.5856 | | 6,745.9409 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.1000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1487 | 0.1487 | 0.0000 | 2.0000e-005 | 0.1557 |
| Vendor | 0.0521 | 1.0307 | 0.7049 | 2.0800e-003 | 0.0357 | 1.9200e-003 | 0.0376 | 0.0105 | 1.8300e-003 | 0.0123 | | 220.3172 | 220.3172 | 3.1200e-003 | 0.0340 | 230.5255 |
| Worker | 0.4634 | 0.1278 | 1.2818 | 1.1900e-003 | 0.0893 | 1.4400e-003 | 0.0907 | 0.0240 | 1.3300e-003 | 0.0253 | | 119.7750 | 119.7750 | 0.0267 | 0.0151 | 124.9372 |
| Total | 0.5155 | 1.1592 | 1.9872 | 3.2700e-003 | 0.1250 | 3.3600e-003 | 0.1283 | 0.0344 | 3.1600e-003 | 0.0376 | | 340.2409 | 340.2409 | 0.0298 | 0.0491 | 355.6184 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.1000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1455 | 0.1455 | 0.0000 | 2.0000e-005 | 0.1523 |
| Vendor | 0.0514 | 1.0254 | 0.6971 | 2.0400e-003 | 0.0357 | 1.9100e-003 | 0.0376 | 0.0105 | 1.8300e-003 | 0.0123 | | 216.1189 | 216.1189 | 3.0700e-003 | 0.0333 | 226.1266 |
| Worker | 0.4256 | 0.1170 | 1.2162 | 1.1400e-003 | 0.0893 | 1.3700e-003 | 0.0906 | 0.0240 | 1.2600e-003 | 0.0252 | | 115.6979 | 115.6979 | 0.0244 | 0.0143 | 120.5652 |
| Total | 0.4770 | 1.1431 | 1.9139 | 3.1800e-003 | 0.1250 | 3.2800e-003 | 0.1282 | 0.0344 | 3.0900e-003 | 0.0375 | | 331.9623 | 331.9623 | 0.0275 | 0.0476 | 346.8442 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.1000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1455 | 0.1455 | 0.0000 | 2.0000e-005 | 0.1523 |
| Vendor | 0.0514 | 1.0254 | 0.6971 | 2.0400e-003 | 0.0357 | 1.9100e-003 | 0.0376 | 0.0105 | 1.8300e-003 | 0.0123 | | 216.1189 | 216.1189 | 3.0700e-003 | 0.0333 | 226.1266 |
| Worker | 0.4256 | 0.1170 | 1.2162 | 1.1400e-003 | 0.0893 | 1.3700e-003 | 0.0906 | 0.0240 | 1.2600e-003 | 0.0252 | | 115.6979 | 115.6979 | 0.0244 | 0.0143 | 120.5652 |
| Total | 0.4770 | 1.1431 | 1.9139 | 3.1800e-003 | 0.1250 | 3.2800e-003 | 0.1282 | 0.0344 | 3.0900e-003 | 0.0375 | | 331.9623 | 331.9623 | 0.0275 | 0.0476 | 346.8442 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.0000e-004 | 5.5000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1422 | 0.1422 | 0.0000 | 2.0000e-005 | 0.1489 |
| Vendor | 0.0507 | 1.0198 | 0.6902 | 2.0000e-003 | 0.0357 | 1.8900e-003 | 0.0376 | 0.0105 | 1.8100e-003 | 0.0123 | | 211.8284 | 211.8284 | 3.0300e-003 | 0.0326 | 221.6317 |
| Worker | 0.3921 | 0.1078 | 1.1591 | 1.1100e-003 | 0.0893 | 1.3000e-003 | 0.0906 | 0.0240 | 1.2000e-003 | 0.0252 | | 111.8481 | 111.8481 | 0.0224 | 0.0136 | 116.4576 |
| Total | 0.4428 | 1.1283 | 1.8498 | 3.1100e-003 | 0.1250 | 3.1900e-003 | 0.1282 | 0.0344 | 3.0100e-003 | 0.0375 | | 323.8187 | 323.8187 | 0.0254 | 0.0463 | 338.2382 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.0000e-004 | 5.5000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1422 | 0.1422 | 0.0000 | 2.0000e-005 | 0.1489 |
| Vendor | 0.0507 | 1.0198 | 0.6902 | 2.0000e-003 | 0.0357 | 1.8900e-003 | 0.0376 | 0.0105 | 1.8100e-003 | 0.0123 | | 211.8284 | 211.8284 | 3.0300e-003 | 0.0326 | 221.6317 |
| Worker | 0.3921 | 0.1078 | 1.1591 | 1.1100e-003 | 0.0893 | 1.3000e-003 | 0.0906 | 0.0240 | 1.2000e-003 | 0.0252 | | 111.8481 | 111.8481 | 0.0224 | 0.0136 | 116.4576 |
| Total | 0.4428 | 1.1283 | 1.8498 | 3.1100e-003 | 0.1250 | 3.1900e-003 | 0.1282 | 0.0344 | 3.0100e-003 | 0.0375 | | 323.8187 | 323.8187 | 0.0254 | 0.0463 | 338.2382 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.0000e-004 | 5.5000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1389 | 0.1389 | 0.0000 | 2.0000e-005 | 0.1454 |
| Vendor | 0.0502 | 1.0147 | 0.6845 | 1.9600e-003 | 0.0357 | 1.8700e-003 | 0.0376 | 0.0105 | 1.7900e-003 | 0.0123 | | 207.4396 | 207.4396 | 2.9900e-003 | 0.0320 | 217.0357 |
| Worker | 0.3623 | 0.1000 | 1.1071 | 1.0700e-003 | 0.0893 | 1.2300e-003 | 0.0905 | 0.0240 | 1.1300e-003 | 0.0251 | | 108.4805 | 108.4805 | 0.0206 | 0.0130 | 112.8681 |
| Total | 0.4125 | 1.1153 | 1.7922 | 3.0300e-003 | 0.1250 | 3.1000e-003 | 0.1281 | 0.0344 | 2.9200e-003 | 0.0374 | | 316.0589 | 316.0589 | 0.0236 | 0.0450 | 330.0492 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.0000e-004 | 5.5000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1389 | 0.1389 | 0.0000 | 2.0000e-005 | 0.1454 |
| Vendor | 0.0502 | 1.0147 | 0.6845 | 1.9600e-003 | 0.0357 | 1.8700e-003 | 0.0376 | 0.0105 | 1.7900e-003 | 0.0123 | | 207.4396 | 207.4396 | 2.9900e-003 | 0.0320 | 217.0357 |
| Worker | 0.3623 | 0.1000 | 1.1071 | 1.0700e-003 | 0.0893 | 1.2300e-003 | 0.0905 | 0.0240 | 1.1300e-003 | 0.0251 | | 108.4805 | 108.4805 | 0.0206 | 0.0130 | 112.8681 |
| Total | 0.4125 | 1.1153 | 1.7922 | 3.0300e-003 | 0.1250 | 3.1000e-003 | 0.1281 | 0.0344 | 2.9200e-003 | 0.0374 | | 316.0589 | 316.0589 | 0.0236 | 0.0450 | 330.0492 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.1600e-003 | 9.1000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2447 | 0.2447 | 0.0000 | 4.0000e-005 | 0.2562 |
| Vendor | 2.9000e-003 | 0.0567 | 0.0391 | 1.2000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 12.2783 | 12.2783 | 1.7000e-004 | 1.9000e-003 | 12.8474 |
| Worker | 0.0332 | 9.1800e-003 | 0.0885 | 8.0000e-005 | 5.8500e-003 | 1.0000e-004 | 5.9500e-003 | 1.5700e-003 | 9.0000e-005 | 1.6600e-003 | | 8.1224 | 8.1224 | 1.9200e-003 | 1.0400e-003 | 8.4814 |
| Total | 0.0362 | 0.0670 | 0.1285 | 2.0000e-004 | 7.8400e-003 | 2.0000e-004 | 8.0400e-003 | 2.1500e-003 | 1.9000e-004 | 2.3400e-003 | | 20.6453 | 20.6453 | 2.0900e-003 | 2.9800e-003 | 21.5850 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | 0.0000 | 2,207.584 1 | 2,207.584 1 | 0.7140 | | 2,225.433 6 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | 0.0000 | 2,207.584 1 | 2,207.584 1 | 0.7140 | | 2,225.433 6 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.1600e-003 | 9.1000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2447 | 0.2447 | 0.0000 | 4.0000e-005 | 0.2562 |
| Vendor | 2.9000e-003 | 0.0567 | 0.0391 | 1.2000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 12.2783 | 12.2783 | 1.7000e-004 | 1.9000e-003 | 12.8474 |
| Worker | 0.0332 | 9.1800e-003 | 0.0885 | 8.0000e-005 | 5.8500e-003 | 1.0000e-004 | 5.9500e-003 | 1.5700e-003 | 9.0000e-005 | 1.6600e-003 | | 8.1224 | 8.1224 | 1.9200e-003 | 1.0400e-003 | 8.4814 |
| Total | 0.0362 | 0.0670 | 0.1285 | 2.0000e-004 | 7.8400e-003 | 2.0000e-004 | 8.0400e-003 | 2.1500e-003 | 1.9000e-004 | 2.3400e-003 | | 20.6453 | 20.6453 | 2.0900e-003 | 2.9800e-003 | 21.5850 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.3217 | 34.5156 | 28.0512 | 0.0621 | | 1.4245 | 1.4245 | | 1.3105 | 1.3105 | | 6,011.4777 | 6,011.4777 | 1.9442 | | 6,060.0836 |
| Total | 3.3217 | 34.5156 | 28.0512 | 0.0621 | 9.2036 | 1.4245 | 10.6281 | 3.6538 | 1.3105 | 4.9643 | | 6,011.4777 | 6,011.4777 | 1.9442 | | 6,060.0836 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.0900e-003 | 8.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2315 | 0.2315 | 0.0000 | 4.0000e-005 | 0.2425 |
| 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 |
| Worker | 0.0443 | 0.0122 | 0.1179 | 1.1000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9300e-003 | 2.0900e-003 | 1.2000e-004 | 2.2200e-003 | | 10.8298 | 10.8298 | 2.5600e-003 | 1.3900e-003 | 11.3085 |
| Total | 0.0443 | 0.0133 | 0.1188 | 1.1000e-004 | 7.8100e-003 | 1.3000e-004 | 7.9600e-003 | 2.1000e-003 | 1.2000e-004 | 2.2300e-003 | | 11.0614 | 11.0614 | 2.5600e-003 | 1.4300e-003 | 11.5509 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.3217 | 34.5156 | 28.0512 | 0.0621 | | 1.4245 | 1.4245 | | 1.3105 | 1.3105 | 0.0000 | 6,011.4777 | 6,011.4777 | 1.9442 | | 6,060.0836 |
| Total | 3.3217 | 34.5156 | 28.0512 | 0.0621 | 4.1416 | 1.4245 | 5.5661 | 1.6442 | 1.3105 | 2.9547 | 0.0000 | 6,011.4777 | 6,011.4777 | 1.9442 | | 6,060.0836 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.0900e-003 | 8.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2315 | 0.2315 | 0.0000 | 4.0000e-005 | 0.2425 |
| 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 |
| Worker | 0.0443 | 0.0122 | 0.1179 | 1.1000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9300e-003 | 2.0900e-003 | 1.2000e-004 | 2.2200e-003 | | 10.8298 | 10.8298 | 2.5600e-003 | 1.3900e-003 | 11.3085 |
| Total | 0.0443 | 0.0133 | 0.1188 | 1.1000e-004 | 7.8100e-003 | 1.3000e-004 | 7.9600e-003 | 2.1000e-003 | 1.2000e-004 | 2.2300e-003 | | 11.0614 | 11.0614 | 2.5600e-003 | 1.4300e-003 | 11.5509 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.2181 | 32.3770 | 27.7228 | 0.0621 | | 1.3354 | 1.3354 | | 1.2286 | 1.2286 | | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |
| Total | 3.2181 | 32.3770 | 27.7228 | 0.0621 | 9.2036 | 1.3354 | 10.5390 | 3.6538 | 1.2286 | 4.8823 | | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.0900e-003 | 8.5000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2271 | 0.2271 | 0.0000 | 4.0000e-005 | 0.2379 |
| 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 |
| Worker | 0.0405 | 0.0112 | 0.1119 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9200e-003 | 2.0900e-003 | 1.2000e-004 | 2.2100e-003 | | 10.4607 | 10.4607 | 2.3300e-003 | 1.3200e-003 | 10.9116 |
| Total | 0.0405 | 0.0123 | 0.1128 | 1.0000e-004 | 7.8100e-003 | 1.3000e-004 | 7.9500e-003 | 2.1000e-003 | 1.2000e-004 | 2.2200e-003 | | 10.6878 | 10.6878 | 2.3300e-003 | 1.3600e-003 | 11.1494 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.2181 | 32.3770 | 27.7228 | 0.0621 | | 1.3354 | 1.3354 | | 1.2286 | 1.2286 | 0.0000 | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |
| Total | 3.2181 | 32.3770 | 27.7228 | 0.0621 | 4.1416 | 1.3354 | 5.4770 | 1.6442 | 1.2286 | 2.8728 | 0.0000 | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.0900e-003 | 8.5000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2271 | 0.2271 | 0.0000 | 4.0000e-005 | 0.2379 |
| 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 |
| Worker | 0.0405 | 0.0112 | 0.1119 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9200e-003 | 2.0900e-003 | 1.2000e-004 | 2.2100e-003 | | 10.4607 | 10.4607 | 2.3300e-003 | 1.3200e-003 | 10.9116 |
| Total | 0.0405 | 0.0123 | 0.1128 | 1.0000e-004 | 7.8100e-003 | 1.3000e-004 | 7.9500e-003 | 2.1000e-003 | 1.2000e-004 | 2.2200e-003 | | 10.6878 | 10.6878 | 2.3300e-003 | 1.3600e-003 | 11.1494 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 25.8539 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 26.0248 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.9000e-004 | 1.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0374 | 0.0374 | 0.0000 | 1.0000e-005 | 0.0391 |
| 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 |
| Worker | 0.0728 | 0.0201 | 0.2224 | 2.2000e-004 | 0.0179 | 2.5000e-004 | 0.0182 | 4.8100e-003 | 2.3000e-004 | 5.0400e-003 | | 21.7908 | 21.7908 | 4.1400e-003 | 2.6100e-003 | 22.6722 |
| Total | 0.0728 | 0.0203 | 0.2225 | 2.2000e-004 | 0.0179 | 2.5000e-004 | 0.0182 | 4.8100e-003 | 2.3000e-004 | 5.0400e-003 | | 21.8282 | 21.8282 | 4.1400e-003 | 2.6200e-003 | 22.7113 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 25.8539 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 26.0248 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.9000e-004 | 1.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0374 | 0.0374 | 0.0000 | 1.0000e-005 | 0.0391 |
| 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 |
| Worker | 0.0728 | 0.0201 | 0.2224 | 2.2000e-004 | 0.0179 | 2.5000e-004 | 0.0182 | 4.8100e-003 | 2.3000e-004 | 5.0400e-003 | | 21.7908 | 21.7908 | 4.1400e-003 | 2.6100e-003 | 22.6722 |
| Total | 0.0728 | 0.0203 | 0.2225 | 2.2000e-004 | 0.0179 | 2.5000e-004 | 0.0182 | 4.8100e-003 | 2.3000e-004 | 5.0400e-003 | | 21.8282 | 21.8282 | 4.1400e-003 | 2.6200e-003 | 22.7113 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 25.8539 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 26.0248 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.9000e-004 | 1.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0365 | 0.0365 | 0.0000 | 1.0000e-005 | 0.0382 |
| 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 |
| Worker | 0.0674 | 0.0188 | 0.2135 | 2.1000e-004 | 0.0179 | 2.3000e-004 | 0.0182 | 4.8100e-003 | 2.1000e-004 | 5.0300e-003 | | 21.1817 | 21.1817 | 3.8300e-003 | 2.5100e-003 | 22.0245 |
| Total | 0.0675 | 0.0189 | 0.2136 | 2.1000e-004 | 0.0179 | 2.3000e-004 | 0.0182 | 4.8100e-003 | 2.1000e-004 | 5.0300e-003 | | 21.2182 | 21.2182 | 3.8300e-003 | 2.5200e-003 | 22.0628 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 25.8539 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 26.0248 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.9000e-004 | 1.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0365 | 0.0365 | 0.0000 | 1.0000e-005 | 0.0382 |
| 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 |
| Worker | 0.0674 | 0.0188 | 0.2135 | 2.1000e-004 | 0.0179 | 2.3000e-004 | 0.0182 | 4.8100e-003 | 2.1000e-004 | 5.0300e-003 | | 21.1817 | 21.1817 | 3.8300e-003 | 2.5100e-003 | 22.0245 |
| Total | 0.0675 | 0.0189 | 0.2136 | 2.1000e-004 | 0.0179 | 2.3000e-004 | 0.0182 | 4.8100e-003 | 2.1000e-004 | 5.0300e-003 | | 21.2182 | 21.2182 | 3.8300e-003 | 2.5200e-003 | 22.0628 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 6.6349 | 3.6135 | 20.7971 | 0.0205 | 1.6531 | 0.0239 | 1.6770 | 0.4400 | 0.0221 | 0.4621 | | 2,101.5907 | 2,101.5907 | 0.3950 | 0.2854 | 2,196.5129 |
| Unmitigated | 6.6349 | 3.6135 | 20.7971 | 0.0205 | 1.6531 | 0.0239 | 1.6770 | 0.4400 | 0.0221 | 0.4621 | | 2,101.5907 | 2,101.5907 | 0.3950 | 0.2854 | 2,196.5129 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-----------------------|-------------------------|-----------------|-----------------|----------------|----------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Single Family Housing | 4,315.97 | 4,315.97 | 4315.97 | 785,507 | 785,507 |
| Total | 4,315.97 | 4,315.97 | 4,315.97 | 785,507 | 785,507 |

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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Single Family Housing | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |

4.4 Fleet Mix

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Single Family Housing | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.953 3 | 3,867.953 3 | 0.0741 | 0.0709 | 3,890.938 6 |
| NaturalGas Unmitigated | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.953 3 | 3,867.953 3 | 0.0741 | 0.0709 | 3,890.938 6 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| Single Family Housing | 32877.6 | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |
| Total | | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| Single Family Housing | 32.8776 | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |
| Total | | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |

6.0 Area Detail

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 18.0613 | 5.0839 | 43.2848 | 0.0316 | | 0.6017 | 0.6017 | | 0.6017 | 0.6017 | 0.0000 | 5,956.1085 | 5,956.1085 | 0.1836 | 0.1078 | 5,992.8312 |
| Unmitigated | 18.0789 | 5.0868 | 43.5845 | 0.0316 | | 0.6035 | 0.6035 | | 0.6035 | 0.6035 | 0.0000 | 5,956.7842 | 5,956.7842 | 0.1846 | 0.1078 | 5,993.5326 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.5583 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 14.7317 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.5392 | 4.6074 | 1.9606 | 0.0294 | | 0.3725 | 0.3725 | | 0.3725 | 0.3725 | 0.0000 | 5,881.7647 | 5,881.7647 | 0.1127 | 0.1078 | 5,916.7171 |
| Landscaping | 1.2498 | 0.4795 | 41.6239 | 2.2000e-003 | | 0.2310 | 0.2310 | | 0.2310 | 0.2310 | | 75.0195 | 75.0195 | 0.0718 | | 76.8155 |
| Total | 18.0789 | 5.0868 | 43.5845 | 0.0316 | | 0.6035 | 0.6035 | | 0.6035 | 0.6035 | 0.0000 | 5,956.7842 | 5,956.7842 | 0.1846 | 0.1078 | 5,993.5326 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.5583 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 14.7317 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.5392 | 4.6074 | 1.9606 | 0.0294 | | 0.3725 | 0.3725 | | 0.3725 | 0.3725 | 0.0000 | 5,881.7647 | 5,881.7647 | 0.1127 | 0.1078 | 5,916.7171 |
| Landscaping | 1.2322 | 0.4765 | 41.3242 | 2.1800e-003 | | 0.2292 | 0.2292 | | 0.2292 | 0.2292 | | 74.3438 | 74.3438 | 0.0708 | | 76.1141 |
| Total | 18.0613 | 5.0839 | 43.2848 | 0.0316 | | 0.6017 | 0.6017 | | 0.6017 | 0.6017 | 0.0000 | 5,956.1085 | 5,956.1085 | 0.1835 | 0.1078 | 5,992.8312 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations
Tulare County, Winter**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------------|--------|---------------|-------------|--------------------|------------|
| City Park | 2.60 | Acre | 2.60 | 113,256.00 | 0 |
| Single Family Housing | 505.00 | Dwelling Unit | 98.30 | 909,000.00 | 1444 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2028 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Single-family Residential - Localized
100.9 acres of Low Density Residential (up to 505 units)

Land Use - 100.9 acres of Low Density Residential (up to 505 units)

Construction Phase - Construction schedule adjusted to estimate construction of 100 low-density residential units per year on average
No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.
ADT: 8.546/DU (see supporting information)

Vehicle Emission Factors -

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2028 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-------------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 3,100.00 | 1,184.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.54 | 0.52 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.0130e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.15 | 0.06 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------|----------------------------|-------------|-------------|
| tblFleetMix | MH | 3.0330e-003 | 2.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | OBUS | 6.2500e-004 | 0.00 |
| tblFleetMix | SBUS | 1.3370e-003 | 7.0000e-004 |
| tblFleetMix | UBUS | 4.6700e-004 | 4.4000e-003 |
| tblLandUse | LotAcreage | 163.96 | 98.30 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 3.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 3.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.10 |
| tblOffRoadEquipment | UsageHours | 8.00 | 10.50 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 9.20 |
| tblOffRoadEquipment | UsageHours | 8.00 | 10.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 40.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblVehicleTrips | DV_TP | 11.00 | 0.00 |
| tblVehicleTrips | HO_TL | 7.50 | 0.50 |
| tblVehicleTrips | HS_TL | 7.30 | 0.50 |
| tblVehicleTrips | HW_TL | 10.80 | 0.50 |
| tblVehicleTrips | PB_TP | 3.00 | 0.00 |
| tblVehicleTrips | PR_TP | 86.00 | 100.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|-----------------|----------------|---------------|----------------|-----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|-----------------|-------------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 3.1995 | 33.1005 | 19.8419 | 0.0381 | 19.6641 | 1.6127 | 21.2768 | 10.1043 | 1.4837 | 11.5880 | 0.0000 | 3,695.867 1 | 3,695.867 1 | 1.1956 | 1.5700e- 003 | 3,726.222 7 |
| 2023 | 8.9207 | 83.8060 | 88.0550 | 0.1592 | 19.7969 | 3.7746 | 23.4130 | 10.1409 | 3.5112 | 13.5063 | 0.0000 | 15,295.54 33 | 15,295.54 33 | 4.3017 | 0.0576 | 15,420.26 05 |
| 2024 | 7.4605 | 68.9151 | 72.6880 | 0.1361 | 9.3364 | 2.9482 | 12.2845 | 3.6903 | 2.7456 | 6.4359 | 0.0000 | 13,059.37 04 | 13,059.37 04 | 3.5714 | 0.0529 | 13,164.40 95 |
| 2025 | 3.9148 | 33.9510 | 44.5193 | 0.0739 | 0.1250 | 1.3874 | 1.5124 | 0.0344 | 1.3051 | 1.3396 | 0.0000 | 7,033.848 3 | 7,033.848 3 | 1.6125 | 0.0498 | 7,088.998 8 |
| 2026 | 3.8907 | 33.9345 | 44.4415 | 0.0738 | 0.1250 | 1.3874 | 1.5123 | 0.0344 | 1.3051 | 1.3395 | 0.0000 | 7,025.987 7 | 7,025.987 7 | 1.6097 | 0.0483 | 7,080.631 6 |
| 2027 | 29.9420 | 35.0892 | 46.4669 | 0.0769 | 0.1429 | 1.4390 | 1.5819 | 0.0392 | 1.3567 | 1.3960 | 0.0000 | 7,319.976 3 | 7,319.976 3 | 1.6282 | 0.0499 | 7,375.545 4 |
| 2028 | 26.0687 | 1.1676 | 2.0845 | 3.1600e- 003 | 0.0179 | 0.0517 | 0.0697 | 4.8100e- 003 | 0.0517 | 0.0565 | 0.0000 | 300.9521 | 300.9521 | 0.0205 | 2.8100e- 003 | 302.3002 |
| Maximum | 29.9420 | 83.8060 | 88.0550 | 0.1592 | 19.7969 | 3.7746 | 23.4130 | 10.1409 | 3.5112 | 13.5063 | 0.0000 | 15,295.54 33 | 15,295.54 33 | 4.3017 | 0.0576 | 15,420.26 05 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 18.0789 | 5.0868 | 43.5845 | 0.0316 | | 0.6035 | 0.6035 | | 0.6035 | 0.6035 | 0.0000 | 5,956.784 2 | 5,956.784 2 | 0.1846 | 0.1078 | 5,993.532 6 |
| Energy | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.953 3 | 3,867.953 3 | 0.0741 | 0.0709 | 3,890.938 6 |
| Mobile | 4.4004 | 4.0487 | 26.7693 | 0.0193 | 1.6531 | 0.0240 | 1.6771 | 0.4400 | 0.0222 | 0.4622 | | 1,980.396 7 | 1,980.396 7 | 0.5163 | 0.3126 | 2,086.455 6 |
| Total | 22.8338 | 12.1655 | 71.6431 | 0.0702 | 1.6531 | 0.8724 | 2.5256 | 0.4400 | 0.8706 | 1.3106 | 0.0000 | 11,805.13 42 | 11,805.13 42 | 0.7750 | 0.4913 | 11,970.92 68 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 18.0613 | 5.0839 | 43.2848 | 0.0316 | | 0.6017 | 0.6017 | | 0.6017 | 0.6017 | 0.0000 | 5,956.108 5 | 5,956.108 5 | 0.1836 | 0.1078 | 5,992.831 2 |
| Energy | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.953 3 | 3,867.953 3 | 0.0741 | 0.0709 | 3,890.938 6 |
| Mobile | 4.4004 | 4.0487 | 26.7693 | 0.0193 | 1.6531 | 0.0240 | 1.6771 | 0.4400 | 0.0222 | 0.4622 | | 1,980.396 7 | 1,980.396 7 | 0.5163 | 0.3126 | 2,086.455 6 |
| Total | 22.8162 | 12.1625 | 71.3434 | 0.0702 | 1.6531 | 0.8707 | 2.5238 | 0.4400 | 0.8689 | 1.3089 | 0.0000 | 11,804.45 85 | 11,804.45 85 | 0.7740 | 0.4913 | 11,970.22 54 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.08 | 0.02 | 0.42 | 0.03 | 0.00 | 0.20 | 0.07 | 0.00 | 0.20 | 0.13 | 0.00 | 0.01 | 0.01 | 0.13 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2022 | 3/17/2023 | 5 | 120 | |
| 2 | Building Construction | Building Construction | 1/1/2023 | 7/15/2027 | 5 | 1184 | Adjusted for schedule and 505 units |
| 3 | Paving | Paving | 1/1/2023 | 11/3/2023 | 5 | 220 | |
| 4 | Grading | Grading | 3/18/2023 | 5/24/2024 | 5 | 310 | |
| 5 | Architectural Coating | Architectural Coating | 4/15/2027 | 2/16/2028 | 5 | 220 | |

Acres of Grading (Site Preparation Phase): 180

Acres of Grading (Grading Phase): 930

Acres of Paving: 0

Residential Indoor: 1,840,725; Residential Outdoor: 613,575; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 3 | 6.10 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 10.50 | 89 | 0.20 |
| Building Construction | Generator Sets | 3 | 7.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 9.20 | 97 | 0.37 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|-------|-----|------|
| Building Construction | Welders | 2 | 10.50 | 46 | 0.45 |
| 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 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 20 | 229.00 | 73.00 | 40.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 46.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1701 | 33.0835 | 19.6978 | 0.0380 | | 1.6126 | 1.6126 | | 1.4836 | 1.4836 | | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |
| Total | 3.1701 | 33.0835 | 19.6978 | 0.0380 | 19.6570 | 1.6126 | 21.2696 | 10.1025 | 1.4836 | 11.5860 | | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.3000e-004 | 2.8100e-003 | 1.9300e-003 | 1.0000e-005 | 5.0000e-005 | 1.0000e-005 | 6.0000e-005 | 1.0000e-005 | 1.0000e-005 | 2.0000e-005 | | 0.5504 | 0.5504 | 1.0000e-005 | 9.0000e-005 | 0.5763 |
| 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 |
| Worker | 0.0292 | 0.0142 | 0.1422 | 9.0000e-005 | 7.0100e-003 | 1.3000e-004 | 7.1400e-003 | 1.8800e-003 | 1.2000e-004 | 2.0000e-003 | | 9.2549 | 9.2549 | 3.4000e-003 | 1.4800e-003 | 9.7809 |
| Total | 0.0294 | 0.0170 | 0.1441 | 1.0000e-004 | 7.0600e-003 | 1.4000e-004 | 7.2000e-003 | 1.8900e-003 | 1.3000e-004 | 2.0200e-003 | | 9.8052 | 9.8052 | 3.4100e-003 | 1.5700e-003 | 10.3572 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2022

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1701 | 33.0835 | 19.6978 | 0.0380 | | 1.6126 | 1.6126 | | 1.4836 | 1.4836 | 0.0000 | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |
| Total | 3.1701 | 33.0835 | 19.6978 | 0.0380 | 8.8457 | 1.6126 | 10.4582 | 4.5461 | 1.4836 | 6.0297 | 0.0000 | 3,686.0619 | 3,686.0619 | 1.1922 | | 3,715.8655 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.3000e-004 | 2.8100e-003 | 1.9300e-003 | 1.0000e-005 | 5.0000e-005 | 1.0000e-005 | 6.0000e-005 | 1.0000e-005 | 1.0000e-005 | 2.0000e-005 | | 0.5504 | 0.5504 | 1.0000e-005 | 9.0000e-005 | 0.5763 |
| 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 |
| Worker | 0.0292 | 0.0142 | 0.1422 | 9.0000e-005 | 7.0100e-003 | 1.3000e-004 | 7.1400e-003 | 1.8800e-003 | 1.2000e-004 | 2.0000e-003 | | 9.2549 | 9.2549 | 3.4000e-003 | 1.4800e-003 | 9.7809 |
| Total | 0.0294 | 0.0170 | 0.1441 | 1.0000e-004 | 7.0600e-003 | 1.4000e-004 | 7.2000e-003 | 1.8900e-003 | 1.3000e-004 | 2.0200e-003 | | 9.8052 | 9.8052 | 3.4100e-003 | 1.5700e-003 | 10.3572 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6595 | 27.5242 | 18.2443 | 0.0381 | | 1.2660 | 1.2660 | | 1.1647 | 1.1647 | | 3,687.308 1 | 3,687.308 1 | 1.1926 | | 3,717.121 9 |
| Total | 2.6595 | 27.5242 | 18.2443 | 0.0381 | 19.6570 | 1.2660 | 20.9230 | 10.1025 | 1.1647 | 11.2672 | | 3,687.308 1 | 3,687.308 1 | 1.1926 | | 3,717.121 9 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.6800e-003 | 2.0000e-003 | 1.0000e-005 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.5327 | 0.5327 | 1.0000e-005 | 8.0000e-005 | 0.5578 |
| 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 |
| Worker | 0.0266 | 0.0129 | 0.1350 | 9.0000e-005 | 7.0100e-003 | 1.2000e-004 | 7.1400e-003 | 1.8800e-003 | 1.1000e-004 | 1.9900e-003 | | 8.9551 | 8.9551 | 3.1000e-003 | 1.4000e-003 | 9.4494 |
| Total | 0.0267 | 0.0156 | 0.1370 | 1.0000e-004 | 7.0600e-003 | 1.2000e-004 | 7.2000e-003 | 1.8900e-003 | 1.1000e-004 | 2.0100e-003 | | 9.4878 | 9.4878 | 3.1100e-003 | 1.4800e-003 | 10.0071 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6595 | 27.5242 | 18.2443 | 0.0381 | | 1.2660 | 1.2660 | | 1.1647 | 1.1647 | 0.0000 | 3,687.308 1 | 3,687.308 1 | 1.1926 | | 3,717.121 9 |
| Total | 2.6595 | 27.5242 | 18.2443 | 0.0381 | 8.8457 | 1.2660 | 10.1117 | 4.5461 | 1.1647 | 5.7108 | 0.0000 | 3,687.308 1 | 3,687.308 1 | 1.1926 | | 3,717.121 9 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.6800e-003 | 2.0000e-003 | 1.0000e-005 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.5327 | 0.5327 | 1.0000e-005 | 8.0000e-005 | 0.5578 |
| 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 |
| Worker | 0.0266 | 0.0129 | 0.1350 | 9.0000e-005 | 7.0100e-003 | 1.2000e-004 | 7.1400e-003 | 1.8800e-003 | 1.1000e-004 | 1.9900e-003 | | 8.9551 | 8.9551 | 3.1000e-003 | 1.4000e-003 | 9.4494 |
| Total | 0.0267 | 0.0156 | 0.1370 | 1.0000e-004 | 7.0600e-003 | 1.2000e-004 | 7.2000e-003 | 1.8900e-003 | 1.1000e-004 | 2.0100e-003 | | 9.4878 | 9.4878 | 3.1100e-003 | 1.4800e-003 | 10.0071 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.1266 | 37.7390 | 42.6442 | 0.0707 | | 1.8360 | 1.8360 | | 1.7276 | 1.7276 | | 6,705.0144 | 6,705.0144 | 1.5948 | | 6,744.8848 |
| Total | 4.1266 | 37.7390 | 42.6442 | 0.0707 | | 1.8360 | 1.8360 | | 1.7276 | 1.7276 | | 6,705.0144 | 6,705.0144 | 1.5948 | | 6,744.8848 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.8000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1542 | 0.1542 | 0.0000 | 2.0000e-005 | 0.1615 |
| Vendor | 0.0472 | 1.1068 | 0.7524 | 2.1500e-003 | 0.0357 | 1.9900e-003 | 0.0377 | 0.0105 | 1.9000e-003 | 0.0124 | | 227.0458 | 227.0458 | 3.0000e-003 | 0.0351 | 237.5809 |
| Worker | 0.3380 | 0.1641 | 1.7169 | 1.1300e-003 | 0.0893 | 1.5300e-003 | 0.0908 | 0.0240 | 1.4100e-003 | 0.0254 | | 113.9287 | 113.9287 | 0.0395 | 0.0178 | 120.2168 |
| Total | 0.3852 | 1.2716 | 2.4699 | 3.2800e-003 | 0.1250 | 3.5200e-003 | 0.1285 | 0.0344 | 3.3100e-003 | 0.0377 | | 341.1288 | 341.1288 | 0.0425 | 0.0529 | 357.9592 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.1266 | 37.7390 | 42.6442 | 0.0707 | | 1.8360 | 1.8360 | | 1.7276 | 1.7276 | 0.0000 | 6,705.014 4 | 6,705.014 4 | 1.5948 | | 6,744.884 7 |
| Total | 4.1266 | 37.7390 | 42.6442 | 0.0707 | | 1.8360 | 1.8360 | | 1.7276 | 1.7276 | 0.0000 | 6,705.014 4 | 6,705.014 4 | 1.5948 | | 6,744.884 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.8000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1542 | 0.1542 | 0.0000 | 2.0000e-005 | 0.1615 |
| Vendor | 0.0472 | 1.1068 | 0.7524 | 2.1500e-003 | 0.0357 | 1.9900e-003 | 0.0377 | 0.0105 | 1.9000e-003 | 0.0124 | | 227.0458 | 227.0458 | 3.0000e-003 | 0.0351 | 237.5809 |
| Worker | 0.3380 | 0.1641 | 1.7169 | 1.1300e-003 | 0.0893 | 1.5300e-003 | 0.0908 | 0.0240 | 1.4100e-003 | 0.0254 | | 113.9287 | 113.9287 | 0.0395 | 0.0178 | 120.2168 |
| Total | 0.3852 | 1.2716 | 2.4699 | 3.2800e-003 | 0.1250 | 3.5200e-003 | 0.1285 | 0.0344 | 3.3100e-003 | 0.0377 | | 341.1288 | 341.1288 | 0.0425 | 0.0529 | 357.9592 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.8611 | 35.2706 | 42.4422 | 0.0707 | | 1.6092 | 1.6092 | | 1.5137 | 1.5137 | | 6,706.2999 | 6,706.2999 | 1.5856 | | 6,745.9409 |
| Total | 3.8611 | 35.2706 | 42.4422 | 0.0707 | | 1.6092 | 1.6092 | | 1.5137 | 1.5137 | | 6,706.2999 | 6,706.2999 | 1.5856 | | 6,745.9409 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.7000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1513 | 0.1513 | 0.0000 | 2.0000e-005 | 0.1585 |
| Vendor | 0.0463 | 1.1029 | 0.7420 | 2.1100e-003 | 0.0357 | 1.9900e-003 | 0.0377 | 0.0105 | 1.9000e-003 | 0.0124 | | 223.2638 | 223.2638 | 2.9300e-003 | 0.0345 | 233.6183 |
| Worker | 0.3079 | 0.1496 | 1.6367 | 1.0900e-003 | 0.0893 | 1.4400e-003 | 0.0907 | 0.0240 | 1.3300e-003 | 0.0253 | | 110.0630 | 110.0630 | 0.0360 | 0.0168 | 115.9799 |
| Total | 0.3543 | 1.2533 | 2.3792 | 3.2000e-003 | 0.1250 | 3.4300e-003 | 0.1284 | 0.0344 | 3.2300e-003 | 0.0377 | | 333.4782 | 333.4782 | 0.0389 | 0.0514 | 349.7568 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.8611 | 35.2706 | 42.4422 | 0.0707 | | 1.6092 | 1.6092 | | 1.5137 | 1.5137 | 0.0000 | 6,706.2999 | 6,706.2999 | 1.5856 | | 6,745.9409 |
| Total | 3.8611 | 35.2706 | 42.4422 | 0.0707 | | 1.6092 | 1.6092 | | 1.5137 | 1.5137 | 0.0000 | 6,706.2999 | 6,706.2999 | 1.5856 | | 6,745.9409 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.7000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1513 | 0.1513 | 0.0000 | 2.0000e-005 | 0.1585 |
| Vendor | 0.0463 | 1.1029 | 0.7420 | 2.1100e-003 | 0.0357 | 1.9900e-003 | 0.0377 | 0.0105 | 1.9000e-003 | 0.0124 | | 223.2638 | 223.2638 | 2.9300e-003 | 0.0345 | 233.6183 |
| Worker | 0.3079 | 0.1496 | 1.6367 | 1.0900e-003 | 0.0893 | 1.4400e-003 | 0.0907 | 0.0240 | 1.3300e-003 | 0.0253 | | 110.0630 | 110.0630 | 0.0360 | 0.0168 | 115.9799 |
| Total | 0.3543 | 1.2533 | 2.3792 | 3.2000e-003 | 0.1250 | 3.4300e-003 | 0.1284 | 0.0344 | 3.2300e-003 | 0.0377 | | 333.4782 | 333.4782 | 0.0389 | 0.0514 | 349.7568 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.7000e-004 | 5.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1481 | 0.1481 | 0.0000 | 2.0000e-005 | 0.1550 |
| Vendor | 0.0457 | 1.0976 | 0.7332 | 2.0700e-003 | 0.0357 | 1.9800e-003 | 0.0377 | 0.0105 | 1.8900e-003 | 0.0124 | | 219.0338 | 219.0338 | 2.8800e-003 | 0.0338 | 229.1859 |
| Worker | 0.2813 | 0.1370 | 1.5587 | 1.0500e-003 | 0.0893 | 1.3700e-003 | 0.0906 | 0.0240 | 1.2600e-003 | 0.0252 | | 106.3285 | 106.3285 | 0.0329 | 0.0159 | 111.9021 |
| Total | 0.3271 | 1.2353 | 2.2925 | 3.1200e-003 | 0.1250 | 3.3500e-003 | 0.1283 | 0.0344 | 3.1500e-003 | 0.0376 | | 325.5103 | 325.5103 | 0.0358 | 0.0498 | 341.2430 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.7000e-004 | 5.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1481 | 0.1481 | 0.0000 | 2.0000e-005 | 0.1550 |
| Vendor | 0.0457 | 1.0976 | 0.7332 | 2.0700e-003 | 0.0357 | 1.9800e-003 | 0.0377 | 0.0105 | 1.8900e-003 | 0.0124 | | 219.0338 | 219.0338 | 2.8800e-003 | 0.0338 | 229.1859 |
| Worker | 0.2813 | 0.1370 | 1.5587 | 1.0500e-003 | 0.0893 | 1.3700e-003 | 0.0906 | 0.0240 | 1.2600e-003 | 0.0252 | | 106.3285 | 106.3285 | 0.0329 | 0.0159 | 111.9021 |
| Total | 0.3271 | 1.2353 | 2.2925 | 3.1200e-003 | 0.1250 | 3.3500e-003 | 0.1283 | 0.0344 | 3.1500e-003 | 0.0376 | | 325.5103 | 325.5103 | 0.0358 | 0.0498 | 341.2430 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.6000e-004 | 5.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1447 | 0.1447 | 0.0000 | 2.0000e-005 | 0.1515 |
| Vendor | 0.0451 | 1.0918 | 0.7255 | 2.0300e-003 | 0.0357 | 1.9600e-003 | 0.0377 | 0.0105 | 1.8700e-003 | 0.0123 | | 214.7078 | 214.7078 | 2.8400e-003 | 0.0331 | 224.6537 |
| Worker | 0.2579 | 0.1261 | 1.4886 | 1.0200e-003 | 0.0893 | 1.3000e-003 | 0.0906 | 0.0240 | 1.2000e-003 | 0.0252 | | 102.7972 | 102.7972 | 0.0301 | 0.0152 | 108.0706 |
| Total | 0.3030 | 1.2187 | 2.2147 | 3.0500e-003 | 0.1250 | 3.2600e-003 | 0.1282 | 0.0344 | 3.0700e-003 | 0.0375 | | 317.6498 | 317.6498 | 0.0330 | 0.0483 | 332.8759 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.6000e-004 | 5.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1447 | 0.1447 | 0.0000 | 2.0000e-005 | 0.1515 |
| Vendor | 0.0451 | 1.0918 | 0.7255 | 2.0300e-003 | 0.0357 | 1.9600e-003 | 0.0377 | 0.0105 | 1.8700e-003 | 0.0123 | | 214.7078 | 214.7078 | 2.8400e-003 | 0.0331 | 224.6537 |
| Worker | 0.2579 | 0.1261 | 1.4886 | 1.0200e-003 | 0.0893 | 1.3000e-003 | 0.0906 | 0.0240 | 1.2000e-003 | 0.0252 | | 102.7972 | 102.7972 | 0.0301 | 0.0152 | 108.0706 |
| Total | 0.3030 | 1.2187 | 2.2147 | 3.0500e-003 | 0.1250 | 3.2600e-003 | 0.1282 | 0.0344 | 3.0700e-003 | 0.0375 | | 317.6498 | 317.6498 | 0.0330 | 0.0483 | 332.8759 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.6000e-004 | 5.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1414 | 0.1414 | 0.0000 | 2.0000e-005 | 0.1480 |
| Vendor | 0.0446 | 1.0865 | 0.7192 | 1.9900e-003 | 0.0357 | 1.9300e-003 | 0.0376 | 0.0105 | 1.8500e-003 | 0.0123 | | 210.2820 | 210.2820 | 2.8000e-003 | 0.0324 | 220.0187 |
| Worker | 0.2372 | 0.1170 | 1.4247 | 9.9000e-004 | 0.0893 | 1.2300e-003 | 0.0905 | 0.0240 | 1.1300e-003 | 0.0251 | | 99.7015 | 99.7015 | 0.0277 | 0.0145 | 104.7164 |
| Total | 0.2818 | 1.2043 | 2.1445 | 2.9800e-003 | 0.1250 | 3.1600e-003 | 0.1281 | 0.0344 | 2.9800e-003 | 0.0374 | | 310.1249 | 310.1249 | 0.0305 | 0.0470 | 324.8832 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |
| Total | 3.5877 | 32.7157 | 42.2269 | 0.0708 | | 1.3841 | 1.3841 | | 1.3020 | 1.3020 | 0.0000 | 6,708.3380 | 6,708.3380 | 1.5767 | | 6,747.7557 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.6000e-004 | 5.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1414 | 0.1414 | 0.0000 | 2.0000e-005 | 0.1480 |
| Vendor | 0.0446 | 1.0865 | 0.7192 | 1.9900e-003 | 0.0357 | 1.9300e-003 | 0.0376 | 0.0105 | 1.8500e-003 | 0.0123 | | 210.2820 | 210.2820 | 2.8000e-003 | 0.0324 | 220.0187 |
| Worker | 0.2372 | 0.1170 | 1.4247 | 9.9000e-004 | 0.0893 | 1.2300e-003 | 0.0905 | 0.0240 | 1.1300e-003 | 0.0251 | | 99.7015 | 99.7015 | 0.0277 | 0.0145 | 104.7164 |
| Total | 0.2818 | 1.2043 | 2.1445 | 2.9800e-003 | 0.1250 | 3.1600e-003 | 0.1281 | 0.0344 | 2.9800e-003 | 0.0374 | | 310.1249 | 310.1249 | 0.0305 | 0.0470 | 324.8832 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.2500e-003 | 9.4000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2490 | 0.2490 | 0.0000 | 4.0000e-005 | 0.2608 |
| Vendor | 2.5800e-003 | 0.0606 | 0.0412 | 1.2000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 12.4409 | 12.4409 | 1.6000e-004 | 1.9200e-003 | 13.0181 |
| Worker | 0.0221 | 0.0108 | 0.1125 | 7.0000e-005 | 5.8500e-003 | 1.0000e-004 | 5.9500e-003 | 1.5700e-003 | 9.0000e-005 | 1.6600e-003 | | 7.4626 | 7.4626 | 2.5800e-003 | 1.1700e-003 | 7.8745 |
| Total | 0.0248 | 0.0726 | 0.1546 | 1.9000e-004 | 7.8400e-003 | 2.1000e-004 | 8.0400e-003 | 2.1500e-003 | 1.9000e-004 | 2.3500e-003 | | 20.1525 | 20.1525 | 2.7400e-003 | 3.1300e-003 | 21.1534 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | 0.0000 | 2,207.584 1 | 2,207.584 1 | 0.7140 | | 2,225.433 6 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | 0.0000 | 2,207.584 1 | 2,207.584 1 | 0.7140 | | 2,225.433 6 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.2500e-003 | 9.4000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2490 | 0.2490 | 0.0000 | 4.0000e-005 | 0.2608 |
| Vendor | 2.5800e-003 | 0.0606 | 0.0412 | 1.2000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 12.4409 | 12.4409 | 1.6000e-004 | 1.9200e-003 | 13.0181 |
| Worker | 0.0221 | 0.0108 | 0.1125 | 7.0000e-005 | 5.8500e-003 | 1.0000e-004 | 5.9500e-003 | 1.5700e-003 | 9.0000e-005 | 1.6600e-003 | | 7.4626 | 7.4626 | 2.5800e-003 | 1.1700e-003 | 7.8745 |
| Total | 0.0248 | 0.0726 | 0.1546 | 1.9000e-004 | 7.8400e-003 | 2.1000e-004 | 8.0400e-003 | 2.1500e-003 | 1.9000e-004 | 2.3500e-003 | | 20.1525 | 20.1525 | 2.7400e-003 | 3.1300e-003 | 21.1534 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.3217 | 34.5156 | 28.0512 | 0.0621 | | 1.4245 | 1.4245 | | 1.3105 | 1.3105 | | 6,011.4777 | 6,011.4777 | 1.9442 | | 6,060.0836 |
| Total | 3.3217 | 34.5156 | 28.0512 | 0.0621 | 9.2036 | 1.4245 | 10.6281 | 3.6538 | 1.3105 | 4.9643 | | 6,011.4777 | 6,011.4777 | 1.9442 | | 6,060.0836 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.1900e-003 | 8.9000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2357 | 0.2357 | 0.0000 | 4.0000e-005 | 0.2468 |
| 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 |
| Worker | 0.0295 | 0.0143 | 0.1500 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9300e-003 | 2.0900e-003 | 1.2000e-004 | 2.2200e-003 | | 9.9501 | 9.9501 | 3.4500e-003 | 1.5500e-003 | 10.4993 |
| Total | 0.0296 | 0.0155 | 0.1508 | 1.0000e-004 | 7.8100e-003 | 1.3000e-004 | 7.9600e-003 | 2.1000e-003 | 1.2000e-004 | 2.2300e-003 | | 10.1858 | 10.1858 | 3.4500e-003 | 1.5900e-003 | 10.7460 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2023

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.3217 | 34.5156 | 28.0512 | 0.0621 | | 1.4245 | 1.4245 | | 1.3105 | 1.3105 | 0.0000 | 6,011.4777 | 6,011.4777 | 1.9442 | | 6,060.0836 |
| Total | 3.3217 | 34.5156 | 28.0512 | 0.0621 | 4.1416 | 1.4245 | 5.5661 | 1.6442 | 1.3105 | 2.9547 | 0.0000 | 6,011.4777 | 6,011.4777 | 1.9442 | | 6,060.0836 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.1900e-003 | 8.9000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2357 | 0.2357 | 0.0000 | 4.0000e-005 | 0.2468 |
| 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 |
| Worker | 0.0295 | 0.0143 | 0.1500 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9300e-003 | 2.0900e-003 | 1.2000e-004 | 2.2200e-003 | | 9.9501 | 9.9501 | 3.4500e-003 | 1.5500e-003 | 10.4993 |
| Total | 0.0296 | 0.0155 | 0.1508 | 1.0000e-004 | 7.8100e-003 | 1.3000e-004 | 7.9600e-003 | 2.1000e-003 | 1.2000e-004 | 2.2300e-003 | | 10.1858 | 10.1858 | 3.4500e-003 | 1.5900e-003 | 10.7460 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.2181 | 32.3770 | 27.7228 | 0.0621 | | 1.3354 | 1.3354 | | 1.2286 | 1.2286 | | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |
| Total | 3.2181 | 32.3770 | 27.7228 | 0.0621 | 9.2036 | 1.3354 | 10.5390 | 3.6538 | 1.2286 | 4.8823 | | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 1.1800e-003 | 8.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2312 | 0.2312 | 0.0000 | 4.0000e-005 | 0.2421 |
| 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 |
| Worker | 0.0269 | 0.0131 | 0.1429 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9200e-003 | 2.0900e-003 | 1.2000e-004 | 2.2100e-003 | | 9.6125 | 9.6125 | 3.1400e-003 | 1.4700e-003 | 10.1293 |
| Total | 0.0269 | 0.0142 | 0.1438 | 1.0000e-004 | 7.8100e-003 | 1.3000e-004 | 7.9500e-003 | 2.1000e-003 | 1.2000e-004 | 2.2200e-003 | | 9.8437 | 9.8437 | 3.1400e-003 | 1.5100e-003 | 10.3714 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.2181 | 32.3770 | 27.7228 | 0.0621 | | 1.3354 | 1.3354 | | 1.2286 | 1.2286 | 0.0000 | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |
| Total | 3.2181 | 32.3770 | 27.7228 | 0.0621 | 4.1416 | 1.3354 | 5.4770 | 1.6442 | 1.2286 | 2.8728 | 0.0000 | 6,009.7487 | 6,009.7487 | 1.9437 | | 6,058.3405 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 1.1800e-003 | 8.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2312 | 0.2312 | 0.0000 | 4.0000e-005 | 0.2421 |
| 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 |
| Worker | 0.0269 | 0.0131 | 0.1429 | 1.0000e-004 | 7.7900e-003 | 1.3000e-004 | 7.9200e-003 | 2.0900e-003 | 1.2000e-004 | 2.2100e-003 | | 9.6125 | 9.6125 | 3.1400e-003 | 1.4700e-003 | 10.1293 |
| Total | 0.0269 | 0.0142 | 0.1438 | 1.0000e-004 | 7.8100e-003 | 1.3000e-004 | 7.9500e-003 | 2.1000e-003 | 1.2000e-004 | 2.2200e-003 | | 9.8437 | 9.8437 | 3.1400e-003 | 1.5100e-003 | 10.3714 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 25.8539 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 26.0248 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.0000e-004 | 1.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0380 | 0.0380 | 0.0000 | 1.0000e-005 | 0.0398 |
| 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 |
| Worker | 0.0477 | 0.0235 | 0.2862 | 2.0000e-004 | 0.0179 | 2.5000e-004 | 0.0182 | 4.8100e-003 | 2.3000e-004 | 5.0400e-003 | | 20.0274 | 20.0274 | 5.5700e-003 | 2.9100e-003 | 21.0347 |
| Total | 0.0477 | 0.0237 | 0.2863 | 2.0000e-004 | 0.0179 | 2.5000e-004 | 0.0182 | 4.8100e-003 | 2.3000e-004 | 5.0400e-003 | | 20.0654 | 20.0654 | 5.5700e-003 | 2.9200e-003 | 21.0746 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 25.8539 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 26.0248 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.0000e-004 | 1.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0380 | 0.0380 | 0.0000 | 1.0000e-005 | 0.0398 |
| 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 |
| Worker | 0.0477 | 0.0235 | 0.2862 | 2.0000e-004 | 0.0179 | 2.5000e-004 | 0.0182 | 4.8100e-003 | 2.3000e-004 | 5.0400e-003 | | 20.0274 | 20.0274 | 5.5700e-003 | 2.9100e-003 | 21.0347 |
| Total | 0.0477 | 0.0237 | 0.2863 | 2.0000e-004 | 0.0179 | 2.5000e-004 | 0.0182 | 4.8100e-003 | 2.3000e-004 | 5.0400e-003 | | 20.0654 | 20.0654 | 5.5700e-003 | 2.9200e-003 | 21.0746 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 25.8539 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 26.0248 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.0000e-004 | 1.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0372 | 0.0372 | 0.0000 | 1.0000e-005 | 0.0389 |
| 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 |
| Worker | 0.0440 | 0.0219 | 0.2752 | 1.9000e-004 | 0.0179 | 2.3000e-004 | 0.0182 | 4.8100e-003 | 2.1000e-004 | 5.0300e-003 | | 19.4669 | 19.4669 | 5.1500e-003 | 2.8000e-003 | 20.4294 |
| Total | 0.0440 | 0.0221 | 0.2753 | 1.9000e-004 | 0.0179 | 2.3000e-004 | 0.0182 | 4.8100e-003 | 2.1000e-004 | 5.0300e-003 | | 19.5041 | 19.5041 | 5.1500e-003 | 2.8100e-003 | 20.4683 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 25.8539 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 26.0248 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.0000e-004 | 1.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0372 | 0.0372 | 0.0000 | 1.0000e-005 | 0.0389 |
| 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 |
| Worker | 0.0440 | 0.0219 | 0.2752 | 1.9000e-004 | 0.0179 | 2.3000e-004 | 0.0182 | 4.8100e-003 | 2.1000e-004 | 5.0300e-003 | | 19.4669 | 19.4669 | 5.1500e-003 | 2.8000e-003 | 20.4294 |
| Total | 0.0440 | 0.0221 | 0.2753 | 1.9000e-004 | 0.0179 | 2.3000e-004 | 0.0182 | 4.8100e-003 | 2.1000e-004 | 5.0300e-003 | | 19.5041 | 19.5041 | 5.1500e-003 | 2.8100e-003 | 20.4683 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 4.4004 | 4.0487 | 26.7693 | 0.0193 | 1.6531 | 0.0240 | 1.6771 | 0.4400 | 0.0222 | 0.4622 | | 1,980.3967 | 1,980.3967 | 0.5163 | 0.3126 | 2,086.4556 |
| Unmitigated | 4.4004 | 4.0487 | 26.7693 | 0.0193 | 1.6531 | 0.0240 | 1.6771 | 0.4400 | 0.0222 | 0.4622 | | 1,980.3967 | 1,980.3967 | 0.5163 | 0.3126 | 2,086.4556 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-----------------------|-------------------------|-----------------|-----------------|----------------|----------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Single Family Housing | 4,315.97 | 4,315.97 | 4315.97 | 785,507 | 785,507 |
| Total | 4,315.97 | 4,315.97 | 4,315.97 | 785,507 | 785,507 |

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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Single Family Housing | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |

4.4 Fleet Mix

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Single Family Housing | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |
| NaturalGas Unmitigated | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| Single Family Housing | 32877.6 | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |
| Total | | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| Single Family Housing | 32.8776 | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |
| Total | | 0.3546 | 3.0299 | 1.2893 | 0.0193 | | 0.2450 | 0.2450 | | 0.2450 | 0.2450 | | 3,867.9533 | 3,867.9533 | 0.0741 | 0.0709 | 3,890.9386 |

6.0 Area Detail

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 18.0613 | 5.0839 | 43.2848 | 0.0316 | | 0.6017 | 0.6017 | | 0.6017 | 0.6017 | 0.0000 | 5,956.1085 | 5,956.1085 | 0.1836 | 0.1078 | 5,992.8312 |
| Unmitigated | 18.0789 | 5.0868 | 43.5845 | 0.0316 | | 0.6035 | 0.6035 | | 0.6035 | 0.6035 | 0.0000 | 5,956.7842 | 5,956.7842 | 0.1846 | 0.1078 | 5,993.5326 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.5583 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 14.7317 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.5392 | 4.6074 | 1.9606 | 0.0294 | | 0.3725 | 0.3725 | | 0.3725 | 0.3725 | 0.0000 | 5,881.7647 | 5,881.7647 | 0.1127 | 0.1078 | 5,916.7171 |
| Landscaping | 1.2498 | 0.4795 | 41.6239 | 2.2000e-003 | | 0.2310 | 0.2310 | | 0.2310 | 0.2310 | | 75.0195 | 75.0195 | 0.0718 | | 76.8155 |
| Total | 18.0789 | 5.0868 | 43.5845 | 0.0316 | | 0.6035 | 0.6035 | | 0.6035 | 0.6035 | 0.0000 | 5,956.7842 | 5,956.7842 | 0.1846 | 0.1078 | 5,993.5326 |

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.5583 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 14.7317 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.5392 | 4.6074 | 1.9606 | 0.0294 | | 0.3725 | 0.3725 | | 0.3725 | 0.3725 | 0.0000 | 5,881.7647 | 5,881.7647 | 0.1127 | 0.1078 | 5,916.7171 |
| Landscaping | 1.2322 | 0.4765 | 41.3242 | 2.1800e-003 | | 0.2292 | 0.2292 | | 0.2292 | 0.2292 | | 74.3438 | 74.3438 | 0.0708 | | 76.1141 |
| Total | 18.0613 | 5.0839 | 43.2848 | 0.0316 | | 0.6017 | 0.6017 | | 0.6017 | 0.6017 | 0.0000 | 5,956.1085 | 5,956.1085 | 0.1835 | 0.1078 | 5,992.8312 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Unmitigated Construction and 2028 Operations - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial

Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|--------|----------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 4.80 | Acre | 4.80 | 209,088.00 | 0 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469.20 | 0 |
| Discount Club | 160.52 | 1000sqft | 3.69 | 160,523.00 | 0 |
| Regional Shopping Center | 27.90 | 1000sqft | 0.64 | 27,900.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2025 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 390.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - APN 077-100-088, Phase 1 commercial development/mixed use - Localized

Land Use - Phase 1 Commercial

Commercial Neighborhood/Shopping Center/Mixed Use

Square footage updated based on assumptions used in the project-specific trip generation table prepared for the Traffic Impact Analysis.

Construction Phase - Default construction schedule

No demolition

Assumed to start immediately following completion of Phase 1, Tier 1 Multifamily Residential construction

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-road Equipment -

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Trip rates derived from project-specific daily trips.

Phase 1 Commercial - Shopping Center/Mixed Use

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings and building code standards (outside outlets)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|---------------------------------|---------------|------------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblLandUse | LandUseSquareFeet | 160,520.00 | 160,523.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|-------|
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbIVehicleTrips | CC_TL | 7.30 | 0.50 |
| tbIVehicleTrips | CC_TL | 7.30 | 0.50 |
| tbIVehicleTrips | CNW_TL | 7.30 | 0.50 |
| tbIVehicleTrips | CNW_TL | 7.30 | 0.50 |
| tbIVehicleTrips | CW_TL | 9.50 | 0.50 |
| tbIVehicleTrips | CW_TL | 9.50 | 0.50 |
| tbIVehicleTrips | DV_TP | 40.00 | 0.00 |
| tbIVehicleTrips | DV_TP | 35.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 15.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 11.00 | 0.00 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------|-------|--------|
| tblVehicleTrips | PR_TP | 45.00 | 100.00 |
| tblVehicleTrips | PR_TP | 54.00 | 100.00 |
| tblVehicleTrips | ST_TR | 53.75 | 99.38 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | SU_TR | 33.67 | 99.38 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | WD_TR | 41.80 | 99.38 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|------------------------|------------------------|---------------|-----------------|------------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2024 | 2.6982 | 27.2008 | 18.4480 | 0.0382 | 19.6643 | 1.2295 | 20.8938 | 10.1044 | 1.1311 | 11.2356 | 0.0000 | 3,700.505 1 | 3,700.505 1 | 1.1949 | 1.6700e- 003 | 3,730.875 7 |
| 2025 | 2.5070 | 25.2577 | 20.7303 | 0.0382 | 19.6643 | 1.0869 | 20.7513 | 10.1044 | 1.0000 | 11.1044 | 0.0000 | 3,701.211 5 | 3,701.211 5 | 1.1951 | 0.1252 | 3,731.564 7 |
| 2026 | 2.7683 | 15.5726 | 20.5847 | 0.0350 | 0.2975 | 0.5358 | 0.8332 | 0.0823 | 0.5040 | 0.5863 | 0.0000 | 3,398.647 4 | 3,398.647 4 | 0.7154 | 0.1217 | 3,451.394 4 |
| 2027 | 37.9355 | 8.6509 | 14.6936 | 0.0230 | 0.0394 | 0.4187 | 0.4267 | 0.0106 | 0.3852 | 0.3874 | 0.0000 | 2,226.626 5 | 2,226.626 5 | 0.7152 | 5.7700e- 003 | 2,245.348 9 |
| Maximum | 37.9355 | 27.2008 | 20.7303 | 0.0382 | 19.6643 | 1.2295 | 20.8938 | 10.1044 | 1.1311 | 11.2356 | 0.0000 | 3,701.211 5 | 3,701.211 5 | 1.1951 | 0.1252 | 3,731.564 7 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 3.7911 | 2.0000e-004 | 0.0217 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0466 | 0.0466 | 1.2000e-004 | | 0.0496 |
| Energy | 0.0315 | 0.2860 | 0.2402 | 1.7200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5800e-003 | 6.2900e-003 | 345.1785 |
| Mobile | 41.5428 | 19.3553 | 114.8589 | 0.1027 | 7.2910 | 0.1286 | 7.4195 | 1.9462 | 0.1196 | 2.0658 | | 10,475.2297 | 10,475.2297 | 2.2410 | 1.4474 | 10,962.5653 |
| Total | 45.3653 | 19.6415 | 115.1208 | 0.1045 | 7.2910 | 0.1504 | 7.4413 | 1.9462 | 0.1414 | 2.0876 | | 10,818.4157 | 10,818.4157 | 2.2477 | 1.4536 | 11,307.7934 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 3.7910 | 1.9000e-004 | 0.0214 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0459 | 0.0459 | 1.2000e-004 | | 0.0489 |
| Energy | 0.0315 | 0.2860 | 0.2402 | 1.7200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5800e-003 | 6.2900e-003 | 345.1785 |
| Mobile | 41.5428 | 19.3553 | 114.8589 | 0.1027 | 7.2910 | 0.1286 | 7.4195 | 1.9462 | 0.1196 | 2.0658 | | 10,475.2297 | 10,475.2297 | 2.2410 | 1.4474 | 10,962.5653 |
| Total | 45.3652 | 19.6415 | 115.1205 | 0.1045 | 7.2910 | 0.1504 | 7.4413 | 1.9462 | 0.1414 | 2.0876 | | 10,818.4150 | 10,818.4150 | 2.2477 | 1.4536 | 11,307.7927 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 12/14/2024 | 1/10/2025 | 5 | 20 | |
| 2 | Grading | Grading | 1/11/2025 | 3/14/2025 | 5 | 45 | |
| 3 | Building Construction | Building Construction | 3/15/2025 | 11/20/2026 | 5 | 440 | |
| 4 | Paving | Paving | 11/21/2026 | 1/8/2027 | 5 | 35 | |
| 5 | Architectural Coating | Architectural Coating | 1/9/2027 | 2/26/2027 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 45

Acres of Paving: 24.37

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 282,635; Non-Residential Outdoor: 94,212; Striped Parking Area: 63,693 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 506.00 | 205.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 101.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6609 | 27.1760 | 18.3356 | 0.0381 | | 1.2294 | 1.2294 | | 1.1310 | 1.1310 | | 3,688.0100 | 3,688.0100 | 1.1928 | | 3,717.8294 |
| Total | 2.6609 | 27.1760 | 18.3356 | 0.0381 | 19.6570 | 1.2294 | 20.8864 | 10.1025 | 1.1310 | 11.2335 | | 3,688.0100 | 3,688.0100 | 1.1928 | | 3,717.8294 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.5000e-004 | 0.0148 | 0.0116 | 3.0000e-005 | 3.2000e-004 | 3.0000e-005 | 3.5000e-004 | 9.0000e-005 | 3.0000e-005 | 1.2000e-004 | | 3.0805 | 3.0805 | 4.0000e-005 | 4.8000e-004 | 3.2260 |
| 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 |
| Worker | 0.0364 | 0.0100 | 0.1008 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1300e-003 | 1.8800e-003 | 1.0000e-004 | 1.9900e-003 | | 9.4146 | 9.4146 | 2.1000e-003 | 1.1900e-003 | 9.8204 |
| Total | 0.0373 | 0.0248 | 0.1123 | 1.2000e-004 | 7.3300e-003 | 1.4000e-004 | 7.4800e-003 | 1.9700e-003 | 1.3000e-004 | 2.1100e-003 | | 12.4951 | 12.4951 | 2.1400e-003 | 1.6700e-003 | 13.0463 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6609 | 27.1760 | 18.3356 | 0.0381 | | 1.2294 | 1.2294 | | 1.1310 | 1.1310 | 0.0000 | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |
| Total | 2.6609 | 27.1760 | 18.3356 | 0.0381 | 8.8457 | 1.2294 | 10.0750 | 4.5461 | 1.1310 | 5.6771 | 0.0000 | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.5000e-004 | 0.0148 | 0.0116 | 3.0000e-005 | 3.2000e-004 | 3.0000e-005 | 3.5000e-004 | 9.0000e-005 | 3.0000e-005 | 1.2000e-004 | | 3.0805 | 3.0805 | 4.0000e-005 | 4.8000e-004 | 3.2260 |
| 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 |
| Worker | 0.0364 | 0.0100 | 0.1008 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1300e-003 | 1.8800e-003 | 1.0000e-004 | 1.9900e-003 | | 9.4146 | 9.4146 | 2.1000e-003 | 1.1900e-003 | 9.8204 |
| Total | 0.0373 | 0.0248 | 0.1123 | 1.2000e-004 | 7.3300e-003 | 1.4000e-004 | 7.4800e-003 | 1.9700e-003 | 1.3000e-004 | 2.1100e-003 | | 12.4951 | 12.4951 | 2.1400e-003 | 1.6700e-003 | 13.0463 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.5000e-004 | 0.0147 | 0.0115 | 3.0000e-005 | 3.2000e-004 | 3.0000e-005 | 3.5000e-004 | 9.0000e-005 | 3.0000e-005 | 1.2000e-004 | | 3.0136 | 3.0136 | 4.0000e-005 | 4.7000e-004 | 3.1560 |
| 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 |
| Worker | 0.0335 | 9.2000e-003 | 0.0956 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1200e-003 | 1.8800e-003 | 1.0000e-004 | 1.9800e-003 | | 9.0942 | 9.0942 | 1.9200e-003 | 1.1200e-003 | 9.4767 |
| Total | 0.0343 | 0.0239 | 0.1071 | 1.2000e-004 | 7.3300e-003 | 1.4000e-004 | 7.4700e-003 | 1.9700e-003 | 1.3000e-004 | 2.1000e-003 | | 12.1078 | 12.1078 | 1.9600e-003 | 1.5900e-003 | 12.6327 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.5000e-004 | 0.0147 | 0.0115 | 3.0000e-005 | 3.2000e-004 | 3.0000e-005 | 3.5000e-004 | 9.0000e-005 | 3.0000e-005 | 1.2000e-004 | | 3.0136 | 3.0136 | 4.0000e-005 | 4.7000e-004 | 3.1560 |
| 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 |
| Worker | 0.0335 | 9.2000e-003 | 0.0956 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1200e-003 | 1.8800e-003 | 1.0000e-004 | 1.9800e-003 | | 9.0942 | 9.0942 | 1.9200e-003 | 1.1200e-003 | 9.4767 |
| Total | 0.0343 | 0.0239 | 0.1071 | 1.2000e-004 | 7.3300e-003 | 1.4000e-004 | 7.4700e-003 | 1.9700e-003 | 1.3000e-004 | 2.1000e-003 | | 12.1078 | 12.1078 | 1.9600e-003 | 1.5900e-003 | 12.6327 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 7.0826 | 0.0000 | 7.0826 | 3.4247 | 0.0000 | 3.4247 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.5576 | 15.2013 | 15.5699 | 0.0317 | | 0.6294 | 0.6294 | | 0.5790 | 0.5790 | | 3,071.987 2 | 3,071.987 2 | 0.9935 | | 3,096.825 8 |
| Total | 1.5576 | 15.2013 | 15.5699 | 0.0317 | 7.0826 | 0.6294 | 7.7120 | 3.4247 | 0.5790 | 4.0038 | | 3,071.987 2 | 3,071.987 2 | 0.9935 | | 3,096.825 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 3.2000e-004 | 5.5800e-003 | 4.3900e-003 | 1.0000e-005 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | | 1.1481 | 1.1481 | 2.0000e-005 | 1.8000e-004 | 1.2023 |
| 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 |
| Worker | 0.0279 | 7.6600e-003 | 0.0797 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9400e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.5785 | 7.5785 | 1.6000e-003 | 9.4000e-004 | 7.8973 |
| Total | 0.0282 | 0.0132 | 0.0841 | 8.0000e-005 | 5.9700e-003 | 1.0000e-004 | 6.0700e-003 | 1.6000e-003 | 9.0000e-005 | 1.6900e-003 | | 8.7265 | 8.7265 | 1.6200e-003 | 1.1200e-003 | 9.0996 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 3.1872 | 0.0000 | 3.1872 | 1.5411 | 0.0000 | 1.5411 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.5576 | 15.2013 | 15.5699 | 0.0317 | | 0.6294 | 0.6294 | | 0.5790 | 0.5790 | 0.0000 | 3,071.987 2 | 3,071.987 2 | 0.9935 | | 3,096.825 8 |
| Total | 1.5576 | 15.2013 | 15.5699 | 0.0317 | 3.1872 | 0.6294 | 3.8165 | 1.5411 | 0.5790 | 2.1202 | 0.0000 | 3,071.987 2 | 3,071.987 2 | 0.9935 | | 3,096.825 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 3.2000e-004 | 5.5800e-003 | 4.3900e-003 | 1.0000e-005 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | | 1.1481 | 1.1481 | 2.0000e-005 | 1.8000e-004 | 1.2023 |
| 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 |
| Worker | 0.0279 | 7.6600e-003 | 0.0797 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9400e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.5785 | 7.5785 | 1.6000e-003 | 9.4000e-004 | 7.8973 |
| Total | 0.0282 | 0.0132 | 0.0841 | 8.0000e-005 | 5.9700e-003 | 1.0000e-004 | 6.0700e-003 | 1.6000e-003 | 9.0000e-005 | 1.6900e-003 | | 8.7265 | 8.7265 | 1.6200e-003 | 1.1200e-003 | 9.0996 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 8.6000e-004 | 6.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1761 | 0.1761 | 0.0000 | 3.0000e-005 | 0.1844 |
| Vendor | 0.1443 | 2.8797 | 1.9576 | 5.7400e-003 | 0.1002 | 5.3600e-003 | 0.1056 | 0.0294 | 5.1300e-003 | 0.0345 | | 606.9093 | 606.9093 | 8.6300e-003 | 0.0936 | 635.0132 |
| Worker | 0.9404 | 0.2585 | 2.6874 | 2.5300e-003 | 0.1972 | 3.0300e-003 | 0.2002 | 0.0529 | 2.7900e-003 | 0.0557 | | 255.6470 | 255.6470 | 0.0540 | 0.0316 | 266.4018 |
| Total | 1.0848 | 3.1390 | 4.6456 | 8.2700e-003 | 0.2975 | 8.3900e-003 | 0.3059 | 0.0823 | 7.9200e-003 | 0.0903 | | 862.7324 | 862.7324 | 0.0626 | 0.1252 | 901.5994 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 8.6000e-004 | 6.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1761 | 0.1761 | 0.0000 | 3.0000e-005 | 0.1844 |
| Vendor | 0.1443 | 2.8797 | 1.9576 | 5.7400e-003 | 0.1002 | 5.3600e-003 | 0.1056 | 0.0294 | 5.1300e-003 | 0.0345 | | 606.9093 | 606.9093 | 8.6300e-003 | 0.0936 | 635.0132 |
| Worker | 0.9404 | 0.2585 | 2.6874 | 2.5300e-003 | 0.1972 | 3.0300e-003 | 0.2002 | 0.0529 | 2.7900e-003 | 0.0557 | | 255.6470 | 255.6470 | 0.0540 | 0.0316 | 266.4018 |
| Total | 1.0848 | 3.1390 | 4.6456 | 8.2700e-003 | 0.2975 | 8.3900e-003 | 0.3059 | 0.0823 | 7.9200e-003 | 0.0903 | | 862.7324 | 862.7324 | 0.0626 | 0.1252 | 901.5994 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 8.5000e-004 | 6.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1721 | 0.1721 | 0.0000 | 3.0000e-005 | 0.1803 |
| Vendor | 0.1425 | 2.8640 | 1.9381 | 5.6200e-003 | 0.1002 | 5.3100e-003 | 0.1056 | 0.0294 | 5.0800e-003 | 0.0345 | | 594.8605 | 594.8605 | 8.5000e-003 | 0.0917 | 622.3905 |
| Worker | 0.8663 | 0.2381 | 2.5612 | 2.4500e-003 | 0.1972 | 2.8800e-003 | 0.2001 | 0.0529 | 2.6500e-003 | 0.0556 | | 247.1404 | 247.1404 | 0.0495 | 0.0300 | 257.3256 |
| Total | 1.0088 | 3.1029 | 4.5000 | 8.0700e-003 | 0.2975 | 8.1900e-003 | 0.3057 | 0.0823 | 7.7300e-003 | 0.0901 | | 842.1731 | 842.1731 | 0.0580 | 0.1217 | 879.8963 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.0000e-005 | 8.5000e-004 | 6.7000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1721 | 0.1721 | 0.0000 | 3.0000e-005 | 0.1803 |
| Vendor | 0.1425 | 2.8640 | 1.9381 | 5.6200e-003 | 0.1002 | 5.3100e-003 | 0.1056 | 0.0294 | 5.0800e-003 | 0.0345 | | 594.8605 | 594.8605 | 8.5000e-003 | 0.0917 | 622.3905 |
| Worker | 0.8663 | 0.2381 | 2.5612 | 2.4500e-003 | 0.1972 | 2.8800e-003 | 0.2001 | 0.0529 | 2.6500e-003 | 0.0556 | | 247.1404 | 247.1404 | 0.0495 | 0.0300 | 257.3256 |
| Total | 1.0088 | 3.1029 | 4.5000 | 8.0700e-003 | 0.2975 | 8.1900e-003 | 0.3057 | 0.0823 | 7.7300e-003 | 0.0901 | | 842.1731 | 842.1731 | 0.0580 | 0.1217 | 879.8963 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 1.8243 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 2.7394 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.1000e-004 | 7.1300e-003 | 5.6200e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.4426 | 1.4426 | 2.0000e-005 | 2.3000e-004 | 1.5107 |
| Vendor | 2.7800e-003 | 0.0559 | 0.0378 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.6070 | 11.6070 | 1.7000e-004 | 1.7900e-003 | 12.1442 |
| Worker | 0.0257 | 7.0600e-003 | 0.0759 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.3263 | 7.3263 | 1.4700e-003 | 8.9000e-004 | 7.6282 |
| Total | 0.0289 | 0.0701 | 0.1194 | 1.9000e-004 | 7.9700e-003 | 2.0000e-004 | 8.1600e-003 | 2.1800e-003 | 1.9000e-004 | 2.3800e-003 | | 20.3759 | 20.3759 | 1.6600e-003 | 2.9100e-003 | 21.2831 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 1.8243 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 2.7394 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.1000e-004 | 7.1300e-003 | 5.6200e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.4426 | 1.4426 | 2.0000e-005 | 2.3000e-004 | 1.5107 |
| Vendor | 2.7800e-003 | 0.0559 | 0.0378 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.6070 | 11.6070 | 1.7000e-004 | 1.7900e-003 | 12.1442 |
| Worker | 0.0257 | 7.0600e-003 | 0.0759 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.3263 | 7.3263 | 1.4700e-003 | 8.9000e-004 | 7.6282 |
| Total | 0.0289 | 0.0701 | 0.1194 | 1.9000e-004 | 7.9700e-003 | 2.0000e-004 | 8.1600e-003 | 2.1800e-003 | 1.9000e-004 | 2.3800e-003 | | 20.3759 | 20.3759 | 1.6600e-003 | 2.9100e-003 | 21.2831 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 1.8243 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 2.7394 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.1000e-004 | 7.0800e-003 | 5.5900e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.4091 | 1.4091 | 2.0000e-005 | 2.2000e-004 | 1.4756 |
| Vendor | 2.7500e-003 | 0.0556 | 0.0375 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.3666 | 11.3666 | 1.6000e-004 | 1.7500e-003 | 11.8924 |
| Worker | 0.0237 | 6.5500e-003 | 0.0725 | 7.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 7.1057 | 7.1057 | 1.3500e-003 | 8.5000e-004 | 7.3931 |
| Total | 0.0269 | 0.0692 | 0.1156 | 1.9000e-004 | 7.9700e-003 | 1.9000e-004 | 8.1600e-003 | 2.1800e-003 | 1.8000e-004 | 2.3700e-003 | | 19.8813 | 19.8813 | 1.5300e-003 | 2.8200e-003 | 20.7611 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 1.8243 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 2.7394 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.1000e-004 | 7.0800e-003 | 5.5900e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.4091 | 1.4091 | 2.0000e-005 | 2.2000e-004 | 1.4756 |
| Vendor | 2.7500e-003 | 0.0556 | 0.0375 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.3666 | 11.3666 | 1.6000e-004 | 1.7500e-003 | 11.8924 |
| Worker | 0.0237 | 6.5500e-003 | 0.0725 | 7.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 7.1057 | 7.1057 | 1.3500e-003 | 8.5000e-004 | 7.3931 |
| Total | 0.0269 | 0.0692 | 0.1156 | 1.9000e-004 | 7.9700e-003 | 1.9000e-004 | 8.1600e-003 | 2.1800e-003 | 1.8000e-004 | 2.3700e-003 | | 19.8813 | 19.8813 | 1.5300e-003 | 2.8200e-003 | 20.7611 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.6048 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 37.7757 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.1800e-003 | 9.3000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2349 | 0.2349 | 0.0000 | 4.0000e-005 | 0.2459 |
| 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 |
| Worker | 0.1598 | 0.0441 | 0.4883 | 4.7000e-004 | 0.0394 | 5.4000e-004 | 0.0399 | 0.0106 | 5.0000e-004 | 0.0111 | | 47.8451 | 47.8451 | 9.0900e-003 | 5.7300e-003 | 49.7802 |
| Total | 0.1599 | 0.0453 | 0.4892 | 4.7000e-004 | 0.0394 | 5.4000e-004 | 0.0399 | 0.0106 | 5.0000e-004 | 0.0111 | | 48.0800 | 48.0800 | 9.0900e-003 | 5.7700e-003 | 50.0262 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.6048 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 37.7757 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.0000e-005 | 1.1800e-003 | 9.3000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2349 | 0.2349 | 0.0000 | 4.0000e-005 | 0.2459 |
| 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 |
| Worker | 0.1598 | 0.0441 | 0.4883 | 4.7000e-004 | 0.0394 | 5.4000e-004 | 0.0399 | 0.0106 | 5.0000e-004 | 0.0111 | | 47.8451 | 47.8451 | 9.0900e-003 | 5.7300e-003 | 49.7802 |
| Total | 0.1599 | 0.0453 | 0.4892 | 4.7000e-004 | 0.0394 | 5.4000e-004 | 0.0399 | 0.0106 | 5.0000e-004 | 0.0111 | | 48.0800 | 48.0800 | 9.0900e-003 | 5.7700e-003 | 50.0262 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 41.5428 | 19.3553 | 114.8589 | 0.1027 | 7.2910 | 0.1286 | 7.4195 | 1.9462 | 0.1196 | 2.0658 | | 10,475.22 97 | 10,475.22 97 | 2.2410 | 1.4474 | 10,962.56 53 |
| Unmitigated | 41.5428 | 19.3553 | 114.8589 | 0.1027 | 7.2910 | 0.1286 | 7.4195 | 1.9462 | 0.1196 | 2.0658 | | 10,475.22 97 | 10,475.22 97 | 2.2410 | 1.4474 | 10,962.56 53 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|------------------|------------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Discount Club | 15,952.00 | 15,952.00 | 15,952.00 | 2,903,264 | 2,903,264 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 2,994.60 | 2,994.60 | 2,994.60 | 545,017 | 545,017 |
| Total | 18,946.60 | 18,946.60 | 18,946.60 | 3,448,281 | 3,448,281 |

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 |
| Discount Club | 0.50 | 0.50 | 0.50 | 16.70 | 64.30 | 19.00 | 100 | 0 | 0 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
| Regional Shopping Center | 0.50 | 0.50 | 0.50 | 16.30 | 64.70 | 19.00 | 100 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Discount Club | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Other Asphalt Surfaces | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Parking Lot | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Regional Shopping Center | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

| Category | 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 |
|------------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0315 | 0.2860 | 0.2402 | 1.7200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5800e-003 | 6.2900e-003 | 345.1785 |
| NaturalGas Unmitigated | 0.0315 | 0.2860 | 0.2402 | 1.7200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5800e-003 | 6.2900e-003 | 345.1785 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Discount Club | 2484.81 | 0.0268 | 0.2436 | 0.2046 | 1.4600e-003 | | 0.0185 | 0.0185 | | 0.0185 | 0.0185 | | 292.3304 | 292.3304 | 5.6000e-003 | 5.3600e-003 | 294.0675 |
| 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 |
| 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 |
| Regional Shopping Center | 431.877 | 4.6600e-003 | 0.0423 | 0.0356 | 2.5000e-004 | | 3.2200e-003 | 3.2200e-003 | | 3.2200e-003 | 3.2200e-003 | | 50.8090 | 50.8090 | 9.7000e-004 | 9.3000e-004 | 51.1110 |
| Total | | 0.0315 | 0.2860 | 0.2402 | 1.7100e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5700e-003 | 6.2900e-003 | 345.1785 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Discount Club | 2.48481 | 0.0268 | 0.2436 | 0.2046 | 1.4600e-003 | | 0.0185 | 0.0185 | | 0.0185 | 0.0185 | | 292.3304 | 292.3304 | 5.6000e-003 | 5.3600e-003 | 294.0675 |
| 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 |
| 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 |
| Regional Shopping Center | 0.431877 | 4.6600e-003 | 0.0423 | 0.0356 | 2.5000e-004 | | 3.2200e-003 | 3.2200e-003 | | 3.2200e-003 | 3.2200e-003 | | 50.8090 | 50.8090 | 9.7000e-004 | 9.3000e-004 | 51.1110 |
| Total | | 0.0315 | 0.2860 | 0.2402 | 1.7100e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5700e-003 | 6.2900e-003 | 345.1785 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 3.7910 | 1.9000e-004 | 0.0214 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0459 | 0.0459 | 1.2000e-004 | | 0.0489 |
| Unmitigated | 3.7911 | 2.0000e-004 | 0.0217 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0466 | 0.0466 | 1.2000e-004 | | 0.0496 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.3606 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.4285 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 2.0000e-003 | 2.0000e-004 | 0.0217 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0466 | 0.0466 | 1.2000e-004 | | 0.0496 |
| Total | 3.7911 | 2.0000e-004 | 0.0217 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0466 | 0.0466 | 1.2000e-004 | | 0.0496 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.3606 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.4285 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.9600e-003 | 1.9000e-004 | 0.0214 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0459 | 0.0459 | 1.2000e-004 | | 0.0489 |
| Total | 3.7910 | 1.9000e-004 | 0.0214 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0459 | 0.0459 | 1.2000e-004 | | 0.0489 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial

Tulare County, Winter

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|--------|----------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 4.80 | Acre | 4.80 | 209,088.00 | 0 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469.20 | 0 |
| Discount Club | 160.52 | 1000sqft | 3.69 | 160,523.00 | 0 |
| Regional Shopping Center | 27.90 | 1000sqft | 0.64 | 27,900.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2025 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 390.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - APN 077-100-088, Phase 1 commercial development/mixed use - Localized

Land Use - Phase 1 Commercial

Commercial Neighborhood/Shopping Center/Mixed Use

Square footage updated based on assumptions used in the project-specific trip generation table prepared for the Traffic Impact Analysis.

Construction Phase - Default construction schedule

No demolition

Assumed to start immediately following completion of Phase 1, Tier 1 Multifamily Residential construction

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-road Equipment -

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Trip rates derived from project-specific daily trips.

Phase 1 Commercial - Shopping Center/Mixed Use

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings and building code standards (outside outlets)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|-------------------------|---------------------------------|---------------|------------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblLandUse | LandUseSquareFeet | 160,520.00 | 160,523.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|-------|
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbIVehicleTrips | CC_TL | 7.30 | 0.50 |
| tbIVehicleTrips | CC_TL | 7.30 | 0.50 |
| tbIVehicleTrips | CNW_TL | 7.30 | 0.50 |
| tbIVehicleTrips | CNW_TL | 7.30 | 0.50 |
| tbIVehicleTrips | CW_TL | 9.50 | 0.50 |
| tbIVehicleTrips | CW_TL | 9.50 | 0.50 |
| tbIVehicleTrips | DV_TP | 40.00 | 0.00 |
| tbIVehicleTrips | DV_TP | 35.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 15.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 11.00 | 0.00 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------|-------|--------|
| tblVehicleTrips | PR_TP | 45.00 | 100.00 |
| tblVehicleTrips | PR_TP | 54.00 | 100.00 |
| tblVehicleTrips | ST_TR | 53.75 | 99.38 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | SU_TR | 33.67 | 99.38 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | WD_TR | 41.80 | 99.38 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2024 | 2.6858 | 27.2037 | 18.4762 | 0.0382 | 19.6643 | 1.2295 | 20.8938 | 10.1044 | 1.1311 | 11.2356 | 0.0000 | 3,699.7967 | 3,699.7967 | 1.1957 | 1.8100e-003 | 3,730.2292 |
| 2025 | 2.4956 | 25.2605 | 21.5885 | 0.0382 | 19.6643 | 1.0869 | 20.7513 | 10.1044 | 1.0000 | 11.1044 | 0.0000 | 3,700.5292 | 3,700.5292 | 1.1958 | 0.1303 | 3,730.9403 |
| 2026 | 2.7591 | 15.8154 | 21.4120 | 0.0349 | 0.2975 | 0.5359 | 0.8334 | 0.0823 | 0.5042 | 0.5865 | 0.0000 | 3,386.7377 | 3,386.7377 | 0.7159 | 0.1266 | 3,441.3521 |
| 2027 | 37.8803 | 8.6565 | 14.7165 | 0.0230 | 0.0394 | 0.4187 | 0.4267 | 0.0106 | 0.3852 | 0.3874 | 0.0000 | 2,226.2328 | 2,226.2328 | 0.7157 | 6.4400e-003 | 2,245.0052 |
| Maximum | 37.8803 | 27.2037 | 21.5885 | 0.0382 | 19.6643 | 1.2295 | 20.8938 | 10.1044 | 1.1311 | 11.2356 | 0.0000 | 3,700.5292 | 3,700.5292 | 1.1958 | 0.1303 | 3,730.9403 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 3.7911 | 2.0000e-004 | 0.0217 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0466 | 0.0466 | 1.2000e-004 | | 0.0496 |
| Energy | 0.0315 | 0.2860 | 0.2402 | 1.7200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5800e-003 | 6.2900e-003 | 345.1785 |
| Mobile | 27.2517 | 21.7103 | 146.6061 | 0.0973 | 7.2910 | 0.1292 | 7.4202 | 1.9462 | 0.1202 | 2.0664 | | 9,927.6052 | 9,927.6052 | 2.9562 | 1.5849 | 10,473.8040 |
| Total | 31.0742 | 21.9965 | 146.8679 | 0.0990 | 7.2910 | 0.1510 | 7.4420 | 1.9462 | 0.1420 | 2.0882 | | 10,270.7912 | 10,270.7912 | 2.9629 | 1.5912 | 10,819.0321 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 3.7910 | 1.9000e-004 | 0.0214 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0459 | 0.0459 | 1.2000e-004 | | 0.0489 |
| Energy | 0.0315 | 0.2860 | 0.2402 | 1.7200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5800e-003 | 6.2900e-003 | 345.1785 |
| Mobile | 27.2517 | 21.7103 | 146.6061 | 0.0973 | 7.2910 | 0.1292 | 7.4202 | 1.9462 | 0.1202 | 2.0664 | | 9,927.6052 | 9,927.6052 | 2.9562 | 1.5849 | 10,473.8040 |
| Total | 31.0742 | 21.9965 | 146.8677 | 0.0990 | 7.2910 | 0.1510 | 7.4420 | 1.9462 | 0.1420 | 2.0882 | | 10,270.7906 | 10,270.7906 | 2.9629 | 1.5912 | 10,819.0314 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 12/14/2024 | 1/10/2025 | 5 | 20 | |
| 2 | Grading | Grading | 1/11/2025 | 3/14/2025 | 5 | 45 | |
| 3 | Building Construction | Building Construction | 3/15/2025 | 11/20/2026 | 5 | 440 | |
| 4 | Paving | Paving | 11/21/2026 | 1/8/2027 | 5 | 35 | |
| 5 | Architectural Coating | Architectural Coating | 1/9/2027 | 2/26/2027 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 45

Acres of Paving: 24.37

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 282,635; Non-Residential Outdoor: 94,212; Striped Parking Area: 63,693 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 506.00 | 205.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 101.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6609 | 27.1760 | 18.3356 | 0.0381 | | 1.2294 | 1.2294 | | 1.1310 | 1.1310 | | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |
| Total | 2.6609 | 27.1760 | 18.3356 | 0.0381 | 19.6570 | 1.2294 | 20.8864 | 10.1025 | 1.1310 | 11.2335 | | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.4000e-004 | 0.0160 | 0.0120 | 3.0000e-005 | 3.2000e-004 | 3.0000e-005 | 3.5000e-004 | 9.0000e-005 | 3.0000e-005 | 1.2000e-004 | | 3.1355 | 3.1355 | 4.0000e-005 | 4.9000e-004 | 3.2834 |
| 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 |
| Worker | 0.0242 | 0.0118 | 0.1286 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1300e-003 | 1.8800e-003 | 1.0000e-004 | 1.9900e-003 | | 8.6512 | 8.6512 | 2.8300e-003 | 1.3200e-003 | 9.1163 |
| Total | 0.0249 | 0.0277 | 0.1406 | 1.2000e-004 | 7.3300e-003 | 1.4000e-004 | 7.4800e-003 | 1.9700e-003 | 1.3000e-004 | 2.1100e-003 | | 11.7868 | 11.7868 | 2.8700e-003 | 1.8100e-003 | 12.3998 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6609 | 27.1760 | 18.3356 | 0.0381 | | 1.2294 | 1.2294 | | 1.1310 | 1.1310 | 0.0000 | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |
| Total | 2.6609 | 27.1760 | 18.3356 | 0.0381 | 8.8457 | 1.2294 | 10.0750 | 4.5461 | 1.1310 | 5.6771 | 0.0000 | 3,688.010 0 | 3,688.010 0 | 1.1928 | | 3,717.829 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.4000e-004 | 0.0160 | 0.0120 | 3.0000e-005 | 3.2000e-004 | 3.0000e-005 | 3.5000e-004 | 9.0000e-005 | 3.0000e-005 | 1.2000e-004 | | 3.1355 | 3.1355 | 4.0000e-005 | 4.9000e-004 | 3.2834 |
| 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 |
| Worker | 0.0242 | 0.0118 | 0.1286 | 9.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1300e-003 | 1.8800e-003 | 1.0000e-004 | 1.9900e-003 | | 8.6512 | 8.6512 | 2.8300e-003 | 1.3200e-003 | 9.1163 |
| Total | 0.0249 | 0.0277 | 0.1406 | 1.2000e-004 | 7.3300e-003 | 1.4000e-004 | 7.4800e-003 | 1.9700e-003 | 1.3000e-004 | 2.1100e-003 | | 11.7868 | 11.7868 | 2.8700e-003 | 1.8100e-003 | 12.3998 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.4000e-004 | 0.0159 | 0.0119 | 3.0000e-005 | 3.2000e-004 | 3.0000e-005 | 3.5000e-004 | 9.0000e-005 | 3.0000e-005 | 1.2000e-004 | | 3.0678 | 3.0678 | 4.0000e-005 | 4.8000e-004 | 3.2125 |
| 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 |
| Worker | 0.0221 | 0.0108 | 0.1225 | 8.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1200e-003 | 1.8800e-003 | 1.0000e-004 | 1.9800e-003 | | 8.3577 | 8.3577 | 2.5900e-003 | 1.2500e-003 | 8.7958 |
| Total | 0.0229 | 0.0266 | 0.1344 | 1.1000e-004 | 7.3300e-003 | 1.4000e-004 | 7.4700e-003 | 1.9700e-003 | 1.3000e-004 | 2.1000e-003 | | 11.4255 | 11.4255 | 2.6300e-003 | 1.7300e-003 | 12.0083 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.4000e-004 | 0.0159 | 0.0119 | 3.0000e-005 | 3.2000e-004 | 3.0000e-005 | 3.5000e-004 | 9.0000e-005 | 3.0000e-005 | 1.2000e-004 | | 3.0678 | 3.0678 | 4.0000e-005 | 4.8000e-004 | 3.2125 |
| 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 |
| Worker | 0.0221 | 0.0108 | 0.1225 | 8.0000e-005 | 7.0100e-003 | 1.1000e-004 | 7.1200e-003 | 1.8800e-003 | 1.0000e-004 | 1.9800e-003 | | 8.3577 | 8.3577 | 2.5900e-003 | 1.2500e-003 | 8.7958 |
| Total | 0.0229 | 0.0266 | 0.1344 | 1.1000e-004 | 7.3300e-003 | 1.4000e-004 | 7.4700e-003 | 1.9700e-003 | 1.3000e-004 | 2.1000e-003 | | 11.4255 | 11.4255 | 2.6300e-003 | 1.7300e-003 | 12.0083 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 7.0826 | 0.0000 | 7.0826 | 3.4247 | 0.0000 | 3.4247 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.5576 | 15.2013 | 15.5699 | 0.0317 | | 0.6294 | 0.6294 | | 0.5790 | 0.5790 | | 3,071.987 2 | 3,071.987 2 | 0.9935 | | 3,096.825 8 |
| Total | 1.5576 | 15.2013 | 15.5699 | 0.0317 | 7.0826 | 0.6294 | 7.7120 | 3.4247 | 0.5790 | 4.0038 | | 3,071.987 2 | 3,071.987 2 | 0.9935 | | 3,096.825 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.8000e-004 | 6.0500e-003 | 4.5300e-003 | 1.0000e-005 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | | 1.1687 | 1.1687 | 1.0000e-005 | 1.8000e-004 | 1.2238 |
| 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 |
| Worker | 0.0184 | 8.9700e-003 | 0.1021 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9400e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.9648 | 6.9648 | 2.1500e-003 | 1.0400e-003 | 7.3298 |
| Total | 0.0187 | 0.0150 | 0.1066 | 8.0000e-005 | 5.9700e-003 | 1.0000e-004 | 6.0700e-003 | 1.6000e-003 | 9.0000e-005 | 1.6900e-003 | | 8.1334 | 8.1334 | 2.1600e-003 | 1.2200e-003 | 8.5536 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 3.1872 | 0.0000 | 3.1872 | 1.5411 | 0.0000 | 1.5411 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.5576 | 15.2013 | 15.5699 | 0.0317 | | 0.6294 | 0.6294 | | 0.5790 | 0.5790 | 0.0000 | 3,071.987 2 | 3,071.987 2 | 0.9935 | | 3,096.825 8 |
| Total | 1.5576 | 15.2013 | 15.5699 | 0.0317 | 3.1872 | 0.6294 | 3.8165 | 1.5411 | 0.5790 | 2.1202 | 0.0000 | 3,071.987 2 | 3,071.987 2 | 0.9935 | | 3,096.825 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.8000e-004 | 6.0500e-003 | 4.5300e-003 | 1.0000e-005 | 1.2000e-004 | 1.0000e-005 | 1.3000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | | 1.1687 | 1.1687 | 1.0000e-005 | 1.8000e-004 | 1.2238 |
| 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 |
| Worker | 0.0184 | 8.9700e-003 | 0.1021 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9400e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.9648 | 6.9648 | 2.1500e-003 | 1.0400e-003 | 7.3298 |
| Total | 0.0187 | 0.0150 | 0.1066 | 8.0000e-005 | 5.9700e-003 | 1.0000e-004 | 6.0700e-003 | 1.6000e-003 | 9.0000e-005 | 1.6900e-003 | | 8.1334 | 8.1334 | 2.1600e-003 | 1.2200e-003 | 8.5536 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 9.3000e-004 | 7.0000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1793 | 0.1793 | 0.0000 | 3.0000e-005 | 0.1877 |
| Vendor | 0.1283 | 3.0822 | 2.0591 | 5.8100e-003 | 0.1002 | 5.5500e-003 | 0.1058 | 0.0294 | 5.3100e-003 | 0.0347 | | 615.0948 | 615.0948 | 8.0900e-003 | 0.0950 | 643.6042 |
| Worker | 0.6216 | 0.3026 | 3.4440 | 2.3200e-003 | 0.1972 | 3.0300e-003 | 0.2002 | 0.0529 | 2.7900e-003 | 0.0557 | | 234.9442 | 234.9442 | 0.0727 | 0.0352 | 247.2596 |
| Total | 0.7500 | 3.3857 | 5.5038 | 8.1300e-003 | 0.2975 | 8.5800e-003 | 0.3060 | 0.0823 | 8.1000e-003 | 0.0904 | | 850.2183 | 850.2183 | 0.0808 | 0.1303 | 891.0516 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 9.3000e-004 | 7.0000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1793 | 0.1793 | 0.0000 | 3.0000e-005 | 0.1877 |
| Vendor | 0.1283 | 3.0822 | 2.0591 | 5.8100e-003 | 0.1002 | 5.5500e-003 | 0.1058 | 0.0294 | 5.3100e-003 | 0.0347 | | 615.0948 | 615.0948 | 8.0900e-003 | 0.0950 | 643.6042 |
| Worker | 0.6216 | 0.3026 | 3.4440 | 2.3200e-003 | 0.1972 | 3.0300e-003 | 0.2002 | 0.0529 | 2.7900e-003 | 0.0557 | | 234.9442 | 234.9442 | 0.0727 | 0.0352 | 247.2596 |
| Total | 0.7500 | 3.3857 | 5.5038 | 8.1300e-003 | 0.2975 | 8.5800e-003 | 0.3060 | 0.0823 | 8.1000e-003 | 0.0904 | | 850.2183 | 850.2183 | 0.0808 | 0.1303 | 891.0516 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 9.2000e-004 | 6.9000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1752 | 0.1752 | 0.0000 | 3.0000e-005 | 0.1835 |
| Vendor | 0.1266 | 3.0661 | 2.0375 | 5.7000e-003 | 0.1002 | 5.4900e-003 | 0.1057 | 0.0294 | 5.2500e-003 | 0.0347 | | 602.9466 | 602.9466 | 7.9600e-003 | 0.0931 | 630.8769 |
| Worker | 0.5698 | 0.2787 | 3.2892 | 2.2500e-003 | 0.1972 | 2.8800e-003 | 0.2001 | 0.0529 | 2.6500e-003 | 0.0556 | | 227.1414 | 227.1414 | 0.0666 | 0.0335 | 238.7937 |
| Total | 0.6965 | 3.3457 | 5.3273 | 7.9500e-003 | 0.2975 | 8.3700e-003 | 0.3058 | 0.0823 | 7.9000e-003 | 0.0902 | | 830.2633 | 830.2633 | 0.0746 | 0.1266 | 869.8540 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 9.2000e-004 | 6.9000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.1752 | 0.1752 | 0.0000 | 3.0000e-005 | 0.1835 |
| Vendor | 0.1266 | 3.0661 | 2.0375 | 5.7000e-003 | 0.1002 | 5.4900e-003 | 0.1057 | 0.0294 | 5.2500e-003 | 0.0347 | | 602.9466 | 602.9466 | 7.9600e-003 | 0.0931 | 630.8769 |
| Worker | 0.5698 | 0.2787 | 3.2892 | 2.2500e-003 | 0.1972 | 2.8800e-003 | 0.2001 | 0.0529 | 2.6500e-003 | 0.0556 | | 227.1414 | 227.1414 | 0.0666 | 0.0335 | 238.7937 |
| Total | 0.6965 | 3.3457 | 5.3273 | 7.9500e-003 | 0.2975 | 8.3700e-003 | 0.3058 | 0.0823 | 7.9000e-003 | 0.0902 | | 830.2633 | 830.2633 | 0.0746 | 0.1266 | 869.8540 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 1.8243 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 2.7394 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 3.6000e-004 | 7.7200e-003 | 5.7900e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.4686 | 1.4686 | 2.0000e-005 | 2.3000e-004 | 1.5379 |
| Vendor | 2.4700e-003 | 0.0598 | 0.0398 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 11.7648 | 11.7648 | 1.6000e-004 | 1.8200e-003 | 12.3098 |
| Worker | 0.0169 | 8.2600e-003 | 0.0975 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.7334 | 6.7334 | 1.9700e-003 | 9.9000e-004 | 7.0789 |
| Total | 0.0197 | 0.0758 | 0.1431 | 1.9000e-004 | 7.9700e-003 | 2.1000e-004 | 8.1600e-003 | 2.1800e-003 | 1.9000e-004 | 2.3900e-003 | | 19.9669 | 19.9669 | 2.1500e-003 | 3.0400e-003 | 20.9266 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 1.8243 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 2.7394 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 3.6000e-004 | 7.7200e-003 | 5.7900e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.4686 | 1.4686 | 2.0000e-005 | 2.3000e-004 | 1.5379 |
| Vendor | 2.4700e-003 | 0.0598 | 0.0398 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 11.7648 | 11.7648 | 1.6000e-004 | 1.8200e-003 | 12.3098 |
| Worker | 0.0169 | 8.2600e-003 | 0.0975 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.7334 | 6.7334 | 1.9700e-003 | 9.9000e-004 | 7.0789 |
| Total | 0.0197 | 0.0758 | 0.1431 | 1.9000e-004 | 7.9700e-003 | 2.1000e-004 | 8.1600e-003 | 2.1800e-003 | 1.9000e-004 | 2.3900e-003 | | 19.9669 | 19.9669 | 2.1500e-003 | 3.0400e-003 | 20.9266 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 1.8243 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 2.7394 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 3.6000e-004 | 7.6700e-003 | 5.7700e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.4347 | 1.4347 | 2.0000e-005 | 2.3000e-004 | 1.5024 |
| Vendor | 2.4400e-003 | 0.0595 | 0.0394 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.5223 | 11.5223 | 1.5000e-004 | 1.7800e-003 | 12.0558 |
| Worker | 0.0155 | 7.6600e-003 | 0.0933 | 6.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.5307 | 6.5307 | 1.8200e-003 | 9.5000e-004 | 6.8592 |
| Total | 0.0183 | 0.0749 | 0.1385 | 1.8000e-004 | 7.9700e-003 | 2.0000e-004 | 8.1600e-003 | 2.1800e-003 | 1.8000e-004 | 2.3700e-003 | | 19.4877 | 19.4877 | 1.9900e-003 | 2.9600e-003 | 20.4174 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 1.8243 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 2.7394 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 3.6000e-004 | 7.6700e-003 | 5.7700e-003 | 1.0000e-005 | 1.6000e-004 | 1.0000e-005 | 1.7000e-004 | 4.0000e-005 | 1.0000e-005 | 6.0000e-005 | | 1.4347 | 1.4347 | 2.0000e-005 | 2.3000e-004 | 1.5024 |
| Vendor | 2.4400e-003 | 0.0595 | 0.0394 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.5223 | 11.5223 | 1.5000e-004 | 1.7800e-003 | 12.0558 |
| Worker | 0.0155 | 7.6600e-003 | 0.0933 | 6.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.5307 | 6.5307 | 1.8200e-003 | 9.5000e-004 | 6.8592 |
| Total | 0.0183 | 0.0749 | 0.1385 | 1.8000e-004 | 7.9700e-003 | 2.0000e-004 | 8.1600e-003 | 2.1800e-003 | 1.8000e-004 | 2.3700e-003 | | 19.4877 | 19.4877 | 1.9900e-003 | 2.9600e-003 | 20.4174 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.6048 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 37.7757 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.2800e-003 | 9.6000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2391 | 0.2391 | 0.0000 | 4.0000e-005 | 0.2504 |
| 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 |
| Worker | 0.1046 | 0.0516 | 0.6284 | 4.4000e-004 | 0.0394 | 5.4000e-004 | 0.0399 | 0.0106 | 5.0000e-004 | 0.0111 | | 43.9732 | 43.9732 | 0.0122 | 6.4000e-003 | 46.1850 |
| Total | 0.1047 | 0.0529 | 0.6293 | 4.4000e-004 | 0.0394 | 5.4000e-004 | 0.0399 | 0.0106 | 5.0000e-004 | 0.0111 | | 44.2123 | 44.2123 | 0.0122 | 6.4400e-003 | 46.4354 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.6048 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 37.7757 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.0000e-005 | 1.2800e-003 | 9.6000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.2391 | 0.2391 | 0.0000 | 4.0000e-005 | 0.2504 |
| 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 |
| Worker | 0.1046 | 0.0516 | 0.6284 | 4.4000e-004 | 0.0394 | 5.4000e-004 | 0.0399 | 0.0106 | 5.0000e-004 | 0.0111 | | 43.9732 | 43.9732 | 0.0122 | 6.4000e-003 | 46.1850 |
| Total | 0.1047 | 0.0529 | 0.6293 | 4.4000e-004 | 0.0394 | 5.4000e-004 | 0.0399 | 0.0106 | 5.0000e-004 | 0.0111 | | 44.2123 | 44.2123 | 0.0122 | 6.4400e-003 | 46.4354 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 27.2517 | 21.7103 | 146.6061 | 0.0973 | 7.2910 | 0.1292 | 7.4202 | 1.9462 | 0.1202 | 2.0664 | | 9,927.605 2 | 9,927.605 2 | 2.9562 | 1.5849 | 10,473.80 40 |
| Unmitigated | 27.2517 | 21.7103 | 146.6061 | 0.0973 | 7.2910 | 0.1292 | 7.4202 | 1.9462 | 0.1202 | 2.0664 | | 9,927.605 2 | 9,927.605 2 | 2.9562 | 1.5849 | 10,473.80 40 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|------------------|------------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Discount Club | 15,952.00 | 15,952.00 | 15,952.00 | 2,903,264 | 2,903,264 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 2,994.60 | 2,994.60 | 2,994.60 | 545,017 | 545,017 |
| Total | 18,946.60 | 18,946.60 | 18,946.60 | 3,448,281 | 3,448,281 |

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 |
| Discount Club | 0.50 | 0.50 | 0.50 | 16.70 | 64.30 | 19.00 | 100 | 0 | 0 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
| Regional Shopping Center | 0.50 | 0.50 | 0.50 | 16.30 | 64.70 | 19.00 | 100 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Discount Club | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Other Asphalt Surfaces | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Parking Lot | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |
| Regional Shopping Center | 0.517894 | 0.051230 | 0.167424 | 0.168335 | 0.030187 | 0.007736 | 0.012128 | 0.015870 | 0.000634 | 0.000470 | 0.023223 | 0.001430 | 0.003440 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

| Category | 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 |
|------------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0315 | 0.2860 | 0.2402 | 1.7200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5800e-003 | 6.2900e-003 | 345.1785 |
| NaturalGas Unmitigated | 0.0315 | 0.2860 | 0.2402 | 1.7200e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5800e-003 | 6.2900e-003 | 345.1785 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Discount Club | 2484.81 | 0.0268 | 0.2436 | 0.2046 | 1.4600e-003 | | 0.0185 | 0.0185 | | 0.0185 | 0.0185 | | 292.3304 | 292.3304 | 5.6000e-003 | 5.3600e-003 | 294.0675 |
| 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 |
| 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 |
| Regional Shopping Center | 431.877 | 4.6600e-003 | 0.0423 | 0.0356 | 2.5000e-004 | | 3.2200e-003 | 3.2200e-003 | | 3.2200e-003 | 3.2200e-003 | | 50.8090 | 50.8090 | 9.7000e-004 | 9.3000e-004 | 51.1110 |
| Total | | 0.0315 | 0.2860 | 0.2402 | 1.7100e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5700e-003 | 6.2900e-003 | 345.1785 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Discount Club | 2.48481 | 0.0268 | 0.2436 | 0.2046 | 1.4600e-003 | | 0.0185 | 0.0185 | | 0.0185 | 0.0185 | | 292.3304 | 292.3304 | 5.6000e-003 | 5.3600e-003 | 294.0675 |
| 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 |
| 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 |
| Regional Shopping Center | 0.431877 | 4.6600e-003 | 0.0423 | 0.0356 | 2.5000e-004 | | 3.2200e-003 | 3.2200e-003 | | 3.2200e-003 | 3.2200e-003 | | 50.8090 | 50.8090 | 9.7000e-004 | 9.3000e-004 | 51.1110 |
| Total | | 0.0315 | 0.2860 | 0.2402 | 1.7100e-003 | | 0.0217 | 0.0217 | | 0.0217 | 0.0217 | | 343.1394 | 343.1394 | 6.5700e-003 | 6.2900e-003 | 345.1785 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 3.7910 | 1.9000e-004 | 0.0214 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0459 | 0.0459 | 1.2000e-004 | | 0.0489 |
| Unmitigated | 3.7911 | 2.0000e-004 | 0.0217 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0466 | 0.0466 | 1.2000e-004 | | 0.0496 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.3606 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.4285 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 2.0000e-003 | 2.0000e-004 | 0.0217 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0466 | 0.0466 | 1.2000e-004 | | 0.0496 |
| Total | 3.7911 | 2.0000e-004 | 0.0217 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0466 | 0.0466 | 1.2000e-004 | | 0.0496 |

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.3606 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.4285 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.9600e-003 | 1.9000e-004 | 0.0214 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0459 | 0.0459 | 1.2000e-004 | | 0.0489 |
| Total | 3.7910 | 1.9000e-004 | 0.0214 | 0.0000 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 0.0459 | 0.0459 | 1.2000e-004 | | 0.0489 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Phase 1 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential

Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 11.21 | Acre | 11.21 | 488,307.60 | 0 |
| Parking Lot | 11.22 | Acre | 11.22 | 488,743.20 | 0 |
| City Park | 3.90 | Acre | 3.90 | 169,884.00 | 0 |
| Apartments Low Rise | 326.00 | Dwelling Unit | 20.38 | 326,000.00 | 932 |
| Condo/Townhouse | 667.00 | Dwelling Unit | 41.69 | 667,000.00 | 1908 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | Operational Year | | 2034 | |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Multifamily Housing (Low Rise) - High Density Residential and Medium Density Residential
Localized Screening Analysis

Land Use - 66.7 acres of Medium Density Residential (667 units)
21.7 acres of High Density Residential (326 units)

Construction Phase - Default construction schedule
No demolition

Assumed to start immediately following completion of Phase 1, Tier 2 Multifamily Residential construction

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Trips - Trip rates derived from project-specific daily trips.

Multifamily Housing (Low Rise) ADT: 6.455

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2034 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.56 | 0.50 |
| tblFleetMix | LDA | 0.56 | 0.50 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------------|--------------------|-------------|-------------|
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD2 | 5.9720e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 5.9720e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.7000e-003 |
| tblFleetMix | MCY | 0.02 | 2.7000e-003 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MH | 2.5020e-003 | 3.6000e-003 |
| tblFleetMix | MH | 2.5020e-003 | 3.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.6000e-003 |
| tblFleetMix | OBUS | 5.9600e-004 | 0.00 |
| tblFleetMix | OBUS | 5.9600e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1720e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.1720e-003 | 1.2000e-003 |
| tblFleetMix | UBUS | 4.6000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6000e-004 | 4.4000e-003 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|--------|
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbIVehicleTrips | DV_TP | 11.00 | 0.00 |
| tbIVehicleTrips | DV_TP | 28.00 | 0.00 |
| tbIVehicleTrips | DV_TP | 11.00 | 0.00 |
| tbIVehicleTrips | HO_TL | 7.50 | 0.50 |
| tbIVehicleTrips | HO_TL | 7.50 | 0.50 |
| tbIVehicleTrips | HS_TL | 7.30 | 0.50 |
| tbIVehicleTrips | HS_TL | 7.30 | 0.50 |
| tbIVehicleTrips | HW_TL | 10.80 | 0.50 |
| tbIVehicleTrips | HW_TL | 10.80 | 0.50 |
| tbIVehicleTrips | PB_TP | 3.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 6.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 3.00 | 0.00 |
| tbIVehicleTrips | PR_TP | 86.00 | 100.00 |
| tbIVehicleTrips | PR_TP | 66.00 | 0.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | PR_TP | 86.00 | 100.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|-----------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|------------------------|------------------------|---------------|-----------------|------------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.9356 | 27.9545 | 26.4340 | 0.0622 | 19.6641 | 1.1310 | 20.7510 | 10.1044 | 1.0405 | 11.1043 | 0.0000 | 6,018.484 2 | 6,018.484 2 | 1.9452 | 1.2600e- 003 | 6,067.487 3 |
| 2027 | 3.4633 | 27.9538 | 26.4295 | 0.0622 | 9.2114 | 1.1310 | 10.3424 | 3.6559 | 1.0405 | 4.6964 | 0.0000 | 6,018.180 0 | 6,018.180 0 | 1.9450 | 0.1966 | 6,067.163 2 |
| 2028 | 3.3228 | 17.0279 | 24.3784 | 0.0402 | 0.6103 | 0.5411 | 1.1514 | 0.1674 | 0.5090 | 0.6764 | 0.0000 | 3,926.197 2 | 3,926.197 2 | 0.7125 | 0.1913 | 4,001.005 2 |
| 2029 | 3.1903 | 16.9807 | 24.1518 | 0.0399 | 0.6103 | 0.5407 | 1.1510 | 0.1674 | 0.5086 | 0.6760 | 0.0000 | 3,895.293 8 | 3,895.293 8 | 0.7052 | 0.1864 | 3,968.455 6 |
| 2030 | 3.0089 | 12.4061 | 24.0329 | 0.0436 | 0.6103 | 0.1608 | 0.7711 | 0.1674 | 0.1601 | 0.3275 | 0.0000 | 4,208.459 2 | 4,208.459 2 | 0.2140 | 0.1820 | 4,268.049 3 |
| 2031 | 2.8904 | 12.3741 | 23.8655 | 0.0433 | 0.6103 | 0.1605 | 0.7707 | 0.1674 | 0.1597 | 0.3271 | 0.0000 | 4,183.756 7 | 4,183.756 7 | 0.2081 | 0.1783 | 4,242.080 1 |
| 2032 | 2.7885 | 12.3493 | 23.7243 | 0.0431 | 0.6103 | 0.1601 | 0.7704 | 0.1674 | 0.1594 | 0.3268 | 0.0000 | 4,162.042 9 | 4,162.042 9 | 0.2029 | 0.1751 | 4,219.294 9 |
| 2033 | 60.5595 | 12.3325 | 23.6036 | 0.0430 | 0.6103 | 0.3308 | 0.7701 | 0.1674 | 0.3308 | 0.3329 | 0.0000 | 4,143.347 2 | 4,143.347 2 | 0.1984 | 0.1725 | 4,199.702 9 |
| 2034 | 60.5423 | 0.9289 | 2.7197 | 3.9300e- 003 | 0.0932 | 0.0211 | 0.1143 | 0.0250 | 0.0211 | 0.0461 | 0.0000 | 378.3744 | 378.3744 | 0.0246 | 0.0112 | 382.3130 |
| Maximum | 60.5595 | 27.9545 | 26.4340 | 0.0622 | 19.6641 | 1.1310 | 20.7510 | 10.1044 | 1.0405 | 11.1043 | 0.0000 | 6,018.484 2 | 6,018.484 2 | 1.9452 | 0.1966 | 6,067.487 3 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 21.7598 | 10.0016 | 85.5651 | 0.0622 | | 1.1868 | 1.1868 | | 1.1868 | 1.1868 | 0.0000 | 11,713.0476 | 11,713.0476 | 0.3622 | 0.2120 | 11,785.2897 |
| Energy | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |
| Mobile | 6.6559 | 4.6621 | 26.3130 | 0.0270 | 2.4582 | 0.0258 | 2.4840 | 0.6548 | 0.0239 | 0.6787 | | 2,767.4135 | 2,767.4135 | 0.4198 | 0.3684 | 2,887.6898 |
| Total | 28.7966 | 17.9188 | 113.2632 | 0.1099 | 2.4582 | 1.4758 | 3.9340 | 0.6548 | 1.4739 | 2.1287 | 0.0000 | 18,635.8822 | 18,635.8822 | 0.8617 | 0.6566 | 18,853.0942 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 21.7254 | 9.9958 | 84.9764 | 0.0621 | | 1.1834 | 1.1834 | | 1.1834 | 1.1834 | 0.0000 | 11,711.7188 | 11,711.7188 | 0.3602 | 0.2120 | 11,783.9107 |
| Energy | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |
| Mobile | 6.6559 | 4.6621 | 26.3130 | 0.0270 | 2.4582 | 0.0258 | 2.4840 | 0.6548 | 0.0239 | 0.6787 | | 2,767.4135 | 2,767.4135 | 0.4198 | 0.3684 | 2,887.6898 |
| Total | 28.7621 | 17.9131 | 112.6745 | 0.1099 | 2.4582 | 1.4723 | 3.9306 | 0.6548 | 1.4705 | 2.1252 | 0.0000 | 18,634.5534 | 18,634.5534 | 0.8597 | 0.6566 | 18,851.7152 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.12 | 0.03 | 0.52 | 0.04 | 0.00 | 0.23 | 0.09 | 0.00 | 0.23 | 0.16 | 0.00 | 0.01 | 0.01 | 0.23 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 5/30/2026 | 8/21/2026 | 5 | 60 | |
| 2 | Grading | Grading | 8/22/2026 | 3/26/2027 | 5 | 155 | |
| 3 | Building Construction | Building Construction | 3/27/2027 | 3/4/2033 | 5 | 1550 | |
| 4 | Paving | Paving | 3/5/2033 | 8/5/2033 | 5 | 110 | |
| 5 | Architectural Coating | Architectural Coating | 8/6/2033 | 1/6/2034 | 5 | 110 | |

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 22.43

Residential Indoor: 2,010,825; Residential Outdoor: 670,275; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 58,623 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 1,197.00 | 294.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 239.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.8000e-004 | 4.8500e-003 | 3.8200e-003 | 1.0000e-005 | 1.1000e-004 | 1.0000e-005 | 1.2000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | | 0.9818 | 0.9818 | 1.0000e-005 | 1.5000e-004 | 1.0281 |
| 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 |
| Worker | 0.0308 | 8.4700e-003 | 0.0911 | 9.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.7916 | 8.7916 | 1.7600e-003 | 1.0700e-003 | 9.1539 |
| Total | 0.0311 | 0.0133 | 0.0949 | 1.0000e-004 | 7.1200e-003 | 1.1000e-004 | 7.2400e-003 | 1.9100e-003 | 1.0000e-004 | 2.0200e-003 | | 9.7733 | 9.7733 | 1.7700e-003 | 1.2200e-003 | 10.1820 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.8000e-004 | 4.8500e-003 | 3.8200e-003 | 1.0000e-005 | 1.1000e-004 | 1.0000e-005 | 1.2000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | | 0.9818 | 0.9818 | 1.0000e-005 | 1.5000e-004 | 1.0281 |
| 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 |
| Worker | 0.0308 | 8.4700e-003 | 0.0911 | 9.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.7916 | 8.7916 | 1.7600e-003 | 1.0700e-003 | 9.1539 |
| Total | 0.0311 | 0.0133 | 0.0949 | 1.0000e-004 | 7.1200e-003 | 1.1000e-004 | 7.2400e-003 | 1.9100e-003 | 1.0000e-004 | 2.0200e-003 | | 9.7733 | 9.7733 | 1.7700e-003 | 1.2200e-003 | 10.1820 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.1500e-003 | 1.6900e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4343 | 0.4343 | 1.0000e-005 | 7.0000e-005 | 0.4548 |
| 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 |
| Worker | 0.0342 | 9.4100e-003 | 0.1012 | 1.0000e-004 | 7.7900e-003 | 1.1000e-004 | 7.9100e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 9.7684 | 9.7684 | 1.9600e-003 | 1.1900e-003 | 10.1710 |
| Total | 0.0344 | 0.0116 | 0.1029 | 1.0000e-004 | 7.8400e-003 | 1.1000e-004 | 7.9600e-003 | 2.1000e-003 | 1.0000e-004 | 2.2200e-003 | | 10.2027 | 10.2027 | 1.9700e-003 | 1.2600e-003 | 10.6258 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.1500e-003 | 1.6900e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4343 | 0.4343 | 1.0000e-005 | 7.0000e-005 | 0.4548 |
| 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 |
| Worker | 0.0342 | 9.4100e-003 | 0.1012 | 1.0000e-004 | 7.7900e-003 | 1.1000e-004 | 7.9100e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 9.7684 | 9.7684 | 1.9600e-003 | 1.1900e-003 | 10.1710 |
| Total | 0.0344 | 0.0116 | 0.1029 | 1.0000e-004 | 7.8400e-003 | 1.1000e-004 | 7.9600e-003 | 2.1000e-003 | 1.0000e-004 | 2.2200e-003 | | 10.2027 | 10.2027 | 1.9700e-003 | 1.2600e-003 | 10.6258 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.1300e-003 | 1.6800e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4242 | 0.4242 | 1.0000e-005 | 7.0000e-005 | 0.4443 |
| 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 |
| Worker | 0.0316 | 8.7300e-003 | 0.0967 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9000e-003 | 2.0900e-003 | 1.0000e-004 | 2.1900e-003 | | 9.4743 | 9.4743 | 1.8000e-003 | 1.1300e-003 | 9.8575 |
| Total | 0.0318 | 0.0109 | 0.0984 | 9.0000e-005 | 7.8400e-003 | 1.1000e-004 | 7.9500e-003 | 2.1000e-003 | 1.0000e-004 | 2.2100e-003 | | 9.8985 | 9.8985 | 1.8100e-003 | 1.2000e-003 | 10.3018 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.1300e-003 | 1.6800e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4242 | 0.4242 | 1.0000e-005 | 7.0000e-005 | 0.4443 |
| 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 |
| Worker | 0.0316 | 8.7300e-003 | 0.0967 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9000e-003 | 2.0900e-003 | 1.0000e-004 | 2.1900e-003 | | 9.4743 | 9.4743 | 1.8000e-003 | 1.1300e-003 | 9.8575 |
| Total | 0.0318 | 0.0109 | 0.0984 | 9.0000e-005 | 7.8400e-003 | 1.1000e-004 | 7.9500e-003 | 2.1000e-003 | 1.0000e-004 | 2.2100e-003 | | 9.8985 | 9.8985 | 1.8100e-003 | 1.2000e-003 | 10.3018 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0477 | 0.0477 | 0.0000 | 1.0000e-005 | 0.0500 |
| Vendor | 0.2022 | 4.0864 | 2.7569 | 7.9000e-003 | 0.1438 | 7.5300e-003 | 0.1513 | 0.0422 | 7.2100e-003 | 0.0494 | | 835.4416 | 835.4416 | 0.0120 | 0.1287 | 874.0892 |
| Worker | 1.8937 | 0.5226 | 5.7867 | 5.6100e-003 | 0.4665 | 6.4500e-003 | 0.4730 | 0.1252 | 5.9300e-003 | 0.1312 | | 567.0356 | 567.0356 | 0.1078 | 0.0679 | 589.9697 |
| Total | 2.0959 | 4.6092 | 8.5438 | 0.0135 | 0.6103 | 0.0140 | 0.6243 | 0.1674 | 0.0131 | 0.1805 | | 1,402.525 0 | 1,402.525 0 | 0.1198 | 0.1966 | 1,464.108 8 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0477 | 0.0477 | 0.0000 | 1.0000e-005 | 0.0500 |
| Vendor | 0.2022 | 4.0864 | 2.7569 | 7.9000e-003 | 0.1438 | 7.5300e-003 | 0.1513 | 0.0422 | 7.2100e-003 | 0.0494 | | 835.4416 | 835.4416 | 0.0120 | 0.1287 | 874.0892 |
| Worker | 1.8937 | 0.5226 | 5.7867 | 5.6100e-003 | 0.4665 | 6.4500e-003 | 0.4730 | 0.1252 | 5.9300e-003 | 0.1312 | | 567.0356 | 567.0356 | 0.1078 | 0.0679 | 589.9697 |
| Total | 2.0959 | 4.6092 | 8.5438 | 0.0135 | 0.6103 | 0.0140 | 0.6243 | 0.1674 | 0.0131 | 0.1805 | | 1,402.525 0 | 1,402.525 0 | 0.1198 | 0.1966 | 1,464.108 8 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0466 | 0.0466 | 0.0000 | 1.0000e-005 | 0.0488 |
| Vendor | 0.2004 | 4.0702 | 2.7392 | 7.7400e-003 | 0.1438 | 7.4700e-003 | 0.1512 | 0.0422 | 7.1500e-003 | 0.0493 | | 818.4922 | 818.4922 | 0.0119 | 0.1260 | 856.3415 |
| Worker | 1.7550 | 0.4878 | 5.5543 | 5.4500e-003 | 0.4665 | 6.0700e-003 | 0.4726 | 0.1252 | 5.5800e-003 | 0.1308 | | 551.1841 | 551.1841 | 0.0997 | 0.0652 | 573.1168 |
| Total | 1.9554 | 4.5582 | 8.2937 | 0.0132 | 0.6103 | 0.0135 | 0.6238 | 0.1674 | 0.0127 | 0.1801 | | 1,369.722 9 | 1,369.722 9 | 0.1116 | 0.1913 | 1,429.507 1 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0466 | 0.0466 | 0.0000 | 1.0000e-005 | 0.0488 |
| Vendor | 0.2004 | 4.0702 | 2.7392 | 7.7400e-003 | 0.1438 | 7.4700e-003 | 0.1512 | 0.0422 | 7.1500e-003 | 0.0493 | | 818.4922 | 818.4922 | 0.0119 | 0.1260 | 856.3415 |
| Worker | 1.7550 | 0.4878 | 5.5543 | 5.4500e-003 | 0.4665 | 6.0700e-003 | 0.4726 | 0.1252 | 5.5800e-003 | 0.1308 | | 551.1841 | 551.1841 | 0.0997 | 0.0652 | 573.1168 |
| Total | 1.9554 | 4.5582 | 8.2937 | 0.0132 | 0.6103 | 0.0135 | 0.6238 | 0.1674 | 0.0127 | 0.1801 | | 1,369.722 9 | 1,369.722 9 | 0.1116 | 0.1913 | 1,429.507 1 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0455 | 0.0455 | 0.0000 | 1.0000e-005 | 0.0477 |
| Vendor | 0.1989 | 4.0530 | 2.7237 | 7.5800e-003 | 0.1438 | 7.4000e-003 | 0.1512 | 0.0422 | 7.0800e-003 | 0.0492 | | 801.8831 | 801.8831 | 0.0118 | 0.1234 | 838.9519 |
| Worker | 1.6239 | 0.4578 | 5.3433 | 5.3100e-003 | 0.4665 | 5.7000e-003 | 0.4722 | 0.1252 | 5.2400e-003 | 0.1305 | | 536.8908 | 536.8908 | 0.0924 | 0.0629 | 557.9579 |
| Total | 1.8229 | 4.5110 | 8.0672 | 0.0129 | 0.6103 | 0.0131 | 0.6234 | 0.1674 | 0.0123 | 0.1797 | | 1,338.819 4 | 1,338.819 4 | 0.1043 | 0.1864 | 1,396.957 5 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0455 | 0.0455 | 0.0000 | 1.0000e-005 | 0.0477 |
| Vendor | 0.1989 | 4.0530 | 2.7237 | 7.5800e-003 | 0.1438 | 7.4000e-003 | 0.1512 | 0.0422 | 7.0800e-003 | 0.0492 | | 801.8831 | 801.8831 | 0.0118 | 0.1234 | 838.9519 |
| Worker | 1.6239 | 0.4578 | 5.3433 | 5.3100e-003 | 0.4665 | 5.7000e-003 | 0.4722 | 0.1252 | 5.2400e-003 | 0.1305 | | 536.8908 | 536.8908 | 0.0924 | 0.0629 | 557.9579 |
| Total | 1.8229 | 4.5110 | 8.0672 | 0.0129 | 0.6103 | 0.0131 | 0.6234 | 0.1674 | 0.0123 | 0.1797 | | 1,338.819 4 | 1,338.819 4 | 0.1043 | 0.1864 | 1,396.957 5 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0446 | 0.0446 | 0.0000 | 1.0000e-005 | 0.0467 |
| Vendor | 0.1978 | 4.0394 | 2.7120 | 7.4400e-003 | 0.1438 | 7.3500e-003 | 0.1511 | 0.0422 | 7.0300e-003 | 0.0492 | | 786.7970 | 786.7970 | 0.0118 | 0.1210 | 823.1594 |
| Worker | 1.5020 | 0.4319 | 5.1637 | 5.1900e-003 | 0.4665 | 5.3500e-003 | 0.4718 | 0.1252 | 4.9200e-003 | 0.1301 | | 524.0709 | 524.0709 | 0.0860 | 0.0610 | 544.3904 |
| Total | 1.6997 | 4.4715 | 7.8759 | 0.0126 | 0.6103 | 0.0127 | 0.6230 | 0.1674 | 0.0120 | 0.1793 | | 1,310.9125 | 1,310.9125 | 0.0977 | 0.1820 | 1,367.5964 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0446 | 0.0446 | 0.0000 | 1.0000e-005 | 0.0467 |
| Vendor | 0.1978 | 4.0394 | 2.7120 | 7.4400e-003 | 0.1438 | 7.3500e-003 | 0.1511 | 0.0422 | 7.0300e-003 | 0.0492 | | 786.7970 | 786.7970 | 0.0118 | 0.1210 | 823.1594 |
| Worker | 1.5020 | 0.4319 | 5.1637 | 5.1900e-003 | 0.4665 | 5.3500e-003 | 0.4718 | 0.1252 | 4.9200e-003 | 0.1301 | | 524.0709 | 524.0709 | 0.0860 | 0.0610 | 544.3904 |
| Total | 1.6997 | 4.4715 | 7.8759 | 0.0126 | 0.6103 | 0.0127 | 0.6230 | 0.1674 | 0.0120 | 0.1793 | | 1,310.9125 | 1,310.9125 | 0.0977 | 0.1820 | 1,367.5964 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0437 | 0.0437 | 0.0000 | 1.0000e-005 | 0.0458 |
| Vendor | 0.1971 | 4.0304 | 2.7069 | 7.3100e-003 | 0.1438 | 7.3000e-003 | 0.1511 | 0.0422 | 6.9800e-003 | 0.0492 | | 773.6026 | 773.6026 | 0.0117 | 0.1190 | 809.3518 |
| Worker | 1.3841 | 0.4088 | 5.0015 | 5.0700e-003 | 0.4665 | 5.0100e-003 | 0.4715 | 0.1252 | 4.6100e-003 | 0.1298 | | 512.5636 | 512.5636 | 0.0801 | 0.0593 | 532.2297 |
| Total | 1.5812 | 4.4395 | 7.7086 | 0.0124 | 0.6103 | 0.0123 | 0.6226 | 0.1674 | 0.0116 | 0.1790 | | 1,286.2099 | 1,286.2099 | 0.0918 | 0.1783 | 1,341.6273 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0437 | 0.0437 | 0.0000 | 1.0000e-005 | 0.0458 |
| Vendor | 0.1971 | 4.0304 | 2.7069 | 7.3100e-003 | 0.1438 | 7.3000e-003 | 0.1511 | 0.0422 | 6.9800e-003 | 0.0492 | | 773.6026 | 773.6026 | 0.0117 | 0.1190 | 809.3518 |
| Worker | 1.3841 | 0.4088 | 5.0015 | 5.0700e-003 | 0.4665 | 5.0100e-003 | 0.4715 | 0.1252 | 4.6100e-003 | 0.1298 | | 512.5636 | 512.5636 | 0.0801 | 0.0593 | 532.2297 |
| Total | 1.5812 | 4.4395 | 7.7086 | 0.0124 | 0.6103 | 0.0123 | 0.6226 | 0.1674 | 0.0116 | 0.1790 | | 1,286.2099 | 1,286.2099 | 0.0918 | 0.1783 | 1,341.6273 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0430 | 0.0430 | 0.0000 | 1.0000e-005 | 0.0450 |
| Vendor | 0.1969 | 4.0242 | 2.7081 | 7.2000e-003 | 0.1438 | 7.2600e-003 | 0.1510 | 0.0422 | 6.9400e-003 | 0.0491 | | 762.1224 | 762.1224 | 0.0117 | 0.1172 | 797.3422 |
| Worker | 1.2824 | 0.3902 | 4.8590 | 4.9700e-003 | 0.4665 | 4.7000e-003 | 0.4712 | 0.1252 | 4.3200e-003 | 0.1295 | | 502.3308 | 502.3308 | 0.0750 | 0.0579 | 521.4549 |
| Total | 1.4793 | 4.4146 | 7.5673 | 0.0122 | 0.6103 | 0.0120 | 0.6222 | 0.1674 | 0.0113 | 0.1787 | | 1,264.4962 | 1,264.4962 | 0.0867 | 0.1751 | 1,318.8421 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0430 | 0.0430 | 0.0000 | 1.0000e-005 | 0.0450 |
| Vendor | 0.1969 | 4.0242 | 2.7081 | 7.2000e-003 | 0.1438 | 7.2600e-003 | 0.1510 | 0.0422 | 6.9400e-003 | 0.0491 | | 762.1224 | 762.1224 | 0.0117 | 0.1172 | 797.3422 |
| Worker | 1.2824 | 0.3902 | 4.8590 | 4.9700e-003 | 0.4665 | 4.7000e-003 | 0.4712 | 0.1252 | 4.3200e-003 | 0.1295 | | 502.3308 | 502.3308 | 0.0750 | 0.0579 | 521.4549 |
| Total | 1.4793 | 4.4146 | 7.5673 | 0.0122 | 0.6103 | 0.0120 | 0.6222 | 0.1674 | 0.0113 | 0.1787 | | 1,264.4962 | 1,264.4962 | 0.0867 | 0.1751 | 1,318.8421 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0424 | 0.0424 | 0.0000 | 1.0000e-005 | 0.0444 |
| Vendor | 0.1973 | 4.0232 | 2.7151 | 7.1100e-003 | 0.1438 | 7.2300e-003 | 0.1510 | 0.0422 | 6.9100e-003 | 0.0491 | | 752.5519 | 752.5519 | 0.0118 | 0.1157 | 787.3340 |
| Worker | 1.1888 | 0.3744 | 4.7313 | 4.8800e-003 | 0.4665 | 4.4000e-003 | 0.4709 | 0.1252 | 4.0500e-003 | 0.1293 | | 493.2062 | 493.2062 | 0.0704 | 0.0567 | 511.8716 |
| Total | 1.3860 | 4.3979 | 7.4466 | 0.0120 | 0.6103 | 0.0116 | 0.6219 | 0.1674 | 0.0110 | 0.1784 | | 1,245.8005 | 1,245.8005 | 0.0821 | 0.1725 | 1,299.2500 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.4000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0424 | 0.0424 | 0.0000 | 1.0000e-005 | 0.0444 |
| Vendor | 0.1973 | 4.0232 | 2.7151 | 7.1100e-003 | 0.1438 | 7.2300e-003 | 0.1510 | 0.0422 | 6.9100e-003 | 0.0491 | | 752.5519 | 752.5519 | 0.0118 | 0.1157 | 787.3340 |
| Worker | 1.1888 | 0.3744 | 4.7313 | 4.8800e-003 | 0.4665 | 4.4000e-003 | 0.4709 | 0.1252 | 4.0500e-003 | 0.1293 | | 493.2062 | 493.2062 | 0.0704 | 0.0567 | 511.8716 |
| Total | 1.3860 | 4.3979 | 7.4466 | 0.0120 | 0.6103 | 0.0116 | 0.6219 | 0.1674 | 0.0110 | 0.1784 | | 1,245.8005 | 1,245.8005 | 0.0821 | 0.1725 | 1,299.2500 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3845 | 7.1202 | 15.8495 | 0.0281 | | 0.3306 | 0.3306 | | 0.3306 | 0.3306 | | 2,656.5168 | 2,656.5168 | 0.1245 | | 2,659.6302 |
| Paving | 0.5342 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.9188 | 7.1202 | 15.8495 | 0.0281 | | 0.3306 | 0.3306 | | 0.3306 | 0.3306 | | 2,656.5168 | 2,656.5168 | 0.1245 | | 2,659.6302 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.3000e-004 | 2.2200e-003 | 1.7700e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.3981 | 0.3981 | 1.0000e-005 | 6.0000e-005 | 0.4169 |
| Vendor | 2.6800e-003 | 0.0547 | 0.0369 | 1.0000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0500e-003 | 5.7000e-004 | 9.0000e-005 | 6.7000e-004 | | 10.2388 | 10.2388 | 1.6000e-004 | 1.5700e-003 | 10.7120 |
| Worker | 0.0149 | 4.6900e-003 | 0.0593 | 6.0000e-005 | 5.8500e-003 | 6.0000e-005 | 5.9000e-003 | 1.5700e-003 | 5.0000e-005 | 1.6200e-003 | | 6.1805 | 6.1805 | 8.8000e-004 | 7.1000e-004 | 6.4144 |
| Total | 0.0177 | 0.0617 | 0.0980 | 1.6000e-004 | 7.8600e-003 | 1.6000e-004 | 8.0000e-003 | 2.1500e-003 | 1.4000e-004 | 2.3100e-003 | | 16.8174 | 16.8174 | 1.0500e-003 | 2.3400e-003 | 17.5433 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3845 | 7.1202 | 15.8495 | 0.0281 | | 0.3306 | 0.3306 | | 0.3306 | 0.3306 | 0.0000 | 2,656.5168 | 2,656.5168 | 0.1245 | | 2,659.6302 |
| Paving | 0.5342 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.9188 | 7.1202 | 15.8495 | 0.0281 | | 0.3306 | 0.3306 | | 0.3306 | 0.3306 | 0.0000 | 2,656.5168 | 2,656.5168 | 0.1245 | | 2,659.6302 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.3000e-004 | 2.2200e-003 | 1.7700e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.3981 | 0.3981 | 1.0000e-005 | 6.0000e-005 | 0.4169 |
| Vendor | 2.6800e-003 | 0.0547 | 0.0369 | 1.0000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0500e-003 | 5.7000e-004 | 9.0000e-005 | 6.7000e-004 | | 10.2388 | 10.2388 | 1.6000e-004 | 1.5700e-003 | 10.7120 |
| Worker | 0.0149 | 4.6900e-003 | 0.0593 | 6.0000e-005 | 5.8500e-003 | 6.0000e-005 | 5.9000e-003 | 1.5700e-003 | 5.0000e-005 | 1.6200e-003 | | 6.1805 | 6.1805 | 8.8000e-004 | 7.1000e-004 | 6.4144 |
| Total | 0.0177 | 0.0617 | 0.0980 | 1.6000e-004 | 7.8600e-003 | 1.6000e-004 | 8.0000e-003 | 2.1500e-003 | 1.4000e-004 | 2.3100e-003 | | 16.8174 | 16.8174 | 1.0500e-003 | 2.3400e-003 | 17.5433 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 60.1913 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1308 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |
| Total | 60.3221 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.0000e-005 | 3.7000e-004 | 3.0000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0663 | 0.0663 | 0.0000 | 1.0000e-005 | 0.0695 |
| 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 |
| Worker | 0.2374 | 0.0748 | 0.9447 | 9.7000e-004 | 0.0931 | 8.8000e-004 | 0.0940 | 0.0250 | 8.1000e-004 | 0.0258 | | 98.4764 | 98.4764 | 0.0141 | 0.0113 | 102.2033 |
| Total | 0.2374 | 0.0751 | 0.9450 | 9.7000e-004 | 0.0932 | 8.8000e-004 | 0.0940 | 0.0250 | 8.1000e-004 | 0.0258 | | 98.5428 | 98.5428 | 0.0141 | 0.0113 | 102.2728 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 60.1913 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1308 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | 0.0000 | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |
| Total | 60.3221 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | 0.0000 | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.0000e-005 | 3.7000e-004 | 3.0000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0663 | 0.0663 | 0.0000 | 1.0000e-005 | 0.0695 |
| 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 |
| Worker | 0.2374 | 0.0748 | 0.9447 | 9.7000e-004 | 0.0931 | 8.8000e-004 | 0.0940 | 0.0250 | 8.1000e-004 | 0.0258 | | 98.4764 | 98.4764 | 0.0141 | 0.0113 | 102.2033 |
| Total | 0.2374 | 0.0751 | 0.9450 | 9.7000e-004 | 0.0932 | 8.8000e-004 | 0.0940 | 0.0250 | 8.1000e-004 | 0.0258 | | 98.5428 | 98.5428 | 0.0141 | 0.0113 | 102.2728 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2034

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 60.1913 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1308 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |
| Total | 60.3221 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.0000e-005 | 3.7000e-004 | 3.0000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0655 | 0.0655 | 0.0000 | 1.0000e-005 | 0.0686 |
| 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 |
| Worker | 0.2202 | 0.0722 | 0.9217 | 9.6000e-004 | 0.0931 | 8.2000e-004 | 0.0940 | 0.0250 | 7.6000e-004 | 0.0258 | | 96.8608 | 96.8608 | 0.0132 | 0.0111 | 100.5116 |
| Total | 0.2202 | 0.0726 | 0.9220 | 9.6000e-004 | 0.0932 | 8.2000e-004 | 0.0940 | 0.0250 | 7.6000e-004 | 0.0258 | | 96.9264 | 96.9264 | 0.0132 | 0.0112 | 100.5802 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2034

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 60.1913 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1308 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | 0.0000 | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |
| Total | 60.3221 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | 0.0000 | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.0000e-005 | 3.7000e-004 | 3.0000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0655 | 0.0655 | 0.0000 | 1.0000e-005 | 0.0686 |
| 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 |
| Worker | 0.2202 | 0.0722 | 0.9217 | 9.6000e-004 | 0.0931 | 8.2000e-004 | 0.0940 | 0.0250 | 7.6000e-004 | 0.0258 | | 96.8608 | 96.8608 | 0.0132 | 0.0111 | 100.5116 |
| Total | 0.2202 | 0.0726 | 0.9220 | 9.6000e-004 | 0.0932 | 8.2000e-004 | 0.0940 | 0.0250 | 7.6000e-004 | 0.0258 | | 96.9264 | 96.9264 | 0.0132 | 0.0112 | 100.5802 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 6.6559 | 4.6621 | 26.3130 | 0.0270 | 2.4582 | 0.0258 | 2.4840 | 0.6548 | 0.0239 | 0.6787 | | 2,767.4135 | 2,767.4135 | 0.4198 | 0.3684 | 2,887.6898 |
| Unmitigated | 6.6559 | 4.6621 | 26.3130 | 0.0270 | 2.4582 | 0.0258 | 2.4840 | 0.6548 | 0.0239 | 0.6787 | | 2,767.4135 | 2,767.4135 | 0.4198 | 0.3684 | 2,887.6898 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|------------------------|-------------------------|-----------------|-----------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,104.36 | 2,104.36 | 2104.36 | 382,993 | 382,993 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 4,305.54 | 4,305.54 | 4305.54 | 783,609 | 783,609 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 6,409.90 | 6,409.90 | 6,409.90 | 1,166,603 | 1,166,603 |

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 |
| Apartments Low Rise | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 0 | 0 | 0 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
| Condo/Townhouse | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.498700 | 0.230800 | 0.170300 | 0.060900 | 0.000800 | 0.001000 | 0.007600 | 0.018000 | 0.000000 | 0.004400 | 0.002700 | 0.001200 | 0.003600 |
| City Park | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| Condo/Townhouse | 0.498700 | 0.230800 | 0.170300 | 0.060900 | 0.000800 | 0.001000 | 0.007600 | 0.018000 | 0.000000 | 0.004400 | 0.002700 | 0.001200 | 0.003600 |
| Other Asphalt Surfaces | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| Parking Lot | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |
| NaturalGas Unmitigated | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 14397.9 | 0.1553 | 1.3269 | 0.5646 | 8.4700e-003 | | 0.1073 | 0.1073 | | 0.1073 | 0.1073 | | 1,693.8718 | 1,693.8718 | 0.0325 | 0.0311 | 1,703.9377 |
| City Park | 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 |
| Condo/Townhouse | 20923.2 | 0.2256 | 1.9282 | 0.8205 | 0.0123 | | 0.1559 | 0.1559 | | 0.1559 | 0.1559 | | 2,461.5493 | 2,461.5493 | 0.0472 | 0.0451 | 2,476.1770 |
| 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 |
| 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 |
| Total | | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 14.3979 | 0.1553 | 1.3269 | 0.5646 | 8.4700e-003 | | 0.1073 | 0.1073 | | 0.1073 | 0.1073 | | 1,693.8718 | 1,693.8718 | 0.0325 | 0.0311 | 1,703.9377 |
| City Park | 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 |
| Condo/Townhouse | 20.9232 | 0.2256 | 1.9282 | 0.8205 | 0.0123 | | 0.1559 | 0.1559 | | 0.1559 | 0.1559 | | 2,461.5493 | 2,461.5493 | 0.0472 | 0.0451 | 2,476.1770 |
| 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 |
| 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 |
| Total | | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use only Natural Gas Hearths

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 21.7254 | 9.9958 | 84.9764 | 0.0621 | | 1.1834 | 1.1834 | | 1.1834 | 1.1834 | 0.0000 | 11,711.7188 | 11,711.7188 | 0.3602 | 0.2120 | 11,783.9107 |
| Unmitigated | 21.7598 | 10.0016 | 85.5651 | 0.0622 | | 1.1868 | 1.1868 | | 1.1868 | 1.1868 | 0.0000 | 11,713.0476 | 11,713.0476 | 0.3622 | 0.2120 | 11,785.2897 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.8140 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 16.4414 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.0602 | 9.0597 | 3.8552 | 0.0578 | | 0.7325 | 0.7325 | | 0.7325 | 0.7325 | 0.0000 | 11,565.5294 | 11,565.5294 | 0.2217 | 0.2120 | 11,634.2576 |
| Landscaping | 2.4442 | 0.9420 | 81.7099 | 4.3300e-003 | | 0.4543 | 0.4543 | | 0.4543 | 0.4543 | | 147.5182 | 147.5182 | 0.1406 | | 151.0321 |
| Total | 21.7598 | 10.0016 | 85.5651 | 0.0622 | | 1.1868 | 1.1868 | | 1.1868 | 1.1868 | 0.0000 | 11,713.0476 | 11,713.0476 | 0.3622 | 0.2120 | 11,785.2897 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.8140 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 16.4414 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.0602 | 9.0597 | 3.8552 | 0.0578 | | 0.7325 | 0.7325 | | 0.7325 | 0.7325 | 0.0000 | 11,565.5294 | 11,565.5294 | 0.2217 | 0.2120 | 11,634.2576 |
| Landscaping | 2.4098 | 0.9362 | 81.1212 | 4.2800e-003 | | 0.4509 | 0.4509 | | 0.4509 | 0.4509 | | 146.1894 | 146.1894 | 0.1386 | | 149.6531 |
| Total | 21.7254 | 9.9958 | 84.9764 | 0.0621 | | 1.1834 | 1.1834 | | 1.1834 | 1.1834 | 0.0000 | 11,711.7188 | 11,711.7188 | 0.3602 | 0.2120 | 11,783.9107 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential
Tulare County, Winter**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 11.21 | Acre | 11.21 | 488,307.60 | 0 |
| Parking Lot | 11.22 | Acre | 11.22 | 488,743.20 | 0 |
| City Park | 3.90 | Acre | 3.90 | 169,884.00 | 0 |
| Apartments Low Rise | 326.00 | Dwelling Unit | 20.38 | 326,000.00 | 932 |
| Condo/Townhouse | 667.00 | Dwelling Unit | 41.69 | 667,000.00 | 1908 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | Operational Year | 2034 | | |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Multifamily Housing (Low Rise) - High Density Residential and Medium Density Residential
Localized Screening Analysis

Land Use - 66.7 acres of Medium Density Residential (667 units)
21.7 acres of High Density Residential (326 units)

Construction Phase - Default construction schedule
No demolition

Assumed to start immediately following completion of Phase 1, Tier 2 Multifamily Residential construction

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Trips - Trip rates derived from project-specific daily trips.

Multifamily Housing (Low Rise) ADT: 6.455

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2034 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.56 | 0.50 |
| tblFleetMix | LDA | 0.56 | 0.50 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------------|--------------------|-------------|-------------|
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD2 | 5.9720e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 5.9720e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.7000e-003 |
| tblFleetMix | MCY | 0.02 | 2.7000e-003 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MH | 2.5020e-003 | 3.6000e-003 |
| tblFleetMix | MH | 2.5020e-003 | 3.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.6000e-003 |
| tblFleetMix | OBUS | 5.9600e-004 | 0.00 |
| tblFleetMix | OBUS | 5.9600e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1720e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.1720e-003 | 1.2000e-003 |
| tblFleetMix | UBUS | 4.6000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6000e-004 | 4.4000e-003 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|--------|
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbIVehicleTrips | DV_TP | 11.00 | 0.00 |
| tbIVehicleTrips | DV_TP | 28.00 | 0.00 |
| tbIVehicleTrips | DV_TP | 11.00 | 0.00 |
| tbIVehicleTrips | HO_TL | 7.50 | 0.50 |
| tbIVehicleTrips | HO_TL | 7.50 | 0.50 |
| tbIVehicleTrips | HS_TL | 7.30 | 0.50 |
| tbIVehicleTrips | HS_TL | 7.30 | 0.50 |
| tbIVehicleTrips | HW_TL | 10.80 | 0.50 |
| tbIVehicleTrips | HW_TL | 10.80 | 0.50 |
| tbIVehicleTrips | PB_TP | 3.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 6.00 | 0.00 |
| tbIVehicleTrips | PB_TP | 3.00 | 0.00 |
| tbIVehicleTrips | PR_TP | 86.00 | 100.00 |
| tbIVehicleTrips | PR_TP | 66.00 | 0.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | PR_TP | 86.00 | 100.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.9239 | 27.9562 | 26.4628 | 0.0622 | 19.6641 | 1.1310 | 20.7510 | 10.1044 | 1.0405 | 11.1043 | 0.0000 | 6,017.7015 | 6,017.7015 | 1.9458 | 1.3900e-003 | 6,066.7630 |
| 2027 | 2.9221 | 27.9554 | 26.4573 | 0.0622 | 9.2114 | 1.1310 | 10.3424 | 3.6559 | 1.0405 | 4.6964 | 0.0000 | 6,017.4210 | 6,017.4210 | 1.9456 | 0.2065 | 6,066.4593 |
| 2028 | 2.6889 | 17.4003 | 26.1221 | 0.0398 | 0.6103 | 0.5413 | 1.1516 | 0.1674 | 0.5092 | 0.6766 | 0.0000 | 3,892.8591 | 3,892.8591 | 0.7461 | 0.2008 | 3,971.3392 |
| 2029 | 2.5988 | 17.3475 | 25.8417 | 0.0395 | 0.6103 | 0.5409 | 1.1512 | 0.1674 | 0.5088 | 0.6762 | 0.0000 | 3,862.9039 | 3,862.9039 | 0.7362 | 0.1956 | 3,939.5857 |
| 2030 | 2.4582 | 12.7684 | 25.6774 | 0.0433 | 0.6103 | 0.1611 | 0.7713 | 0.1674 | 0.1603 | 0.3277 | 0.0000 | 4,176.9050 | 4,176.9050 | 0.2426 | 0.1910 | 4,239.8822 |
| 2031 | 2.3805 | 12.7327 | 25.4690 | 0.0430 | 0.6103 | 0.1607 | 0.7710 | 0.1674 | 0.1599 | 0.3273 | 0.0000 | 4,152.9455 | 4,152.9455 | 0.2346 | 0.1870 | 4,214.5394 |
| 2032 | 2.3138 | 12.7054 | 25.2902 | 0.0428 | 0.6103 | 0.1603 | 0.7706 | 0.1674 | 0.1596 | 0.3270 | 0.0000 | 4,131.8959 | 4,131.8959 | 0.2277 | 0.1837 | 4,192.3208 |
| 2033 | 60.4758 | 12.6869 | 25.1357 | 0.0427 | 0.6103 | 0.3308 | 0.7703 | 0.1674 | 0.3308 | 0.3329 | 0.0000 | 4,113.7943 | 4,113.7943 | 0.2215 | 0.1809 | 4,173.2394 |
| 2034 | 60.4649 | 0.9411 | 2.9925 | 3.8500e-003 | 0.0932 | 0.0211 | 0.1143 | 0.0250 | 0.0211 | 0.0461 | 0.0000 | 370.4653 | 370.4653 | 0.0291 | 0.0124 | 374.9012 |
| Maximum | 60.4758 | 27.9562 | 26.4628 | 0.0622 | 19.6641 | 1.1310 | 20.7510 | 10.1044 | 1.0405 | 11.1043 | 0.0000 | 6,017.7015 | 6,017.7015 | 1.9458 | 0.2065 | 6,066.7630 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 21.7598 | 10.0016 | 85.5651 | 0.0622 | | 1.1868 | 1.1868 | | 1.1868 | 1.1868 | 0.0000 | 11,713.0476 | 11,713.0476 | 0.3622 | 0.2120 | 11,785.2897 |
| Energy | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |
| Mobile | 4.3495 | 5.1991 | 33.8531 | 0.0254 | 2.4582 | 0.0260 | 2.4842 | 0.6548 | 0.0241 | 0.6788 | | 2,608.0674 | 2,608.0674 | 0.5399 | 0.4032 | 2,741.7290 |
| Total | 26.4901 | 18.4558 | 120.8033 | 0.1083 | 2.4582 | 1.4760 | 3.9342 | 0.6548 | 1.4741 | 2.1288 | 0.0000 | 18,476.5361 | 18,476.5361 | 0.9817 | 0.6915 | 18,707.1333 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 21.7254 | 9.9958 | 84.9764 | 0.0621 | | 1.1834 | 1.1834 | | 1.1834 | 1.1834 | 0.0000 | 11,711.7188 | 11,711.7188 | 0.3602 | 0.2120 | 11,783.9107 |
| Energy | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |
| Mobile | 4.3495 | 5.1991 | 33.8531 | 0.0254 | 2.4582 | 0.0260 | 2.4842 | 0.6548 | 0.0241 | 0.6788 | | 2,608.0674 | 2,608.0674 | 0.5399 | 0.4032 | 2,741.7290 |
| Total | 26.4557 | 18.4500 | 120.2146 | 0.1083 | 2.4582 | 1.4725 | 3.9307 | 0.6548 | 1.4706 | 2.1254 | 0.0000 | 18,475.2073 | 18,475.2073 | 0.9797 | 0.6915 | 18,705.7543 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.13 | 0.03 | 0.49 | 0.04 | 0.00 | 0.23 | 0.09 | 0.00 | 0.23 | 0.16 | 0.00 | 0.01 | 0.01 | 0.20 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 5/30/2026 | 8/21/2026 | 5 | 60 | |
| 2 | Grading | Grading | 8/22/2026 | 3/26/2027 | 5 | 155 | |
| 3 | Building Construction | Building Construction | 3/27/2027 | 3/4/2033 | 5 | 1550 | |
| 4 | Paving | Paving | 3/5/2033 | 8/5/2033 | 5 | 110 | |
| 5 | Architectural Coating | Architectural Coating | 8/6/2033 | 1/6/2034 | 5 | 110 | |

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 22.43

Residential Indoor: 2,010,825; Residential Outdoor: 670,275; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 58,623 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 1,197.00 | 294.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 239.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.4000e-004 | 5.2500e-003 | 3.9400e-003 | 1.0000e-005 | 1.1000e-004 | 1.0000e-005 | 1.2000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | | 0.9995 | 0.9995 | 1.0000e-005 | 1.6000e-004 | 1.0467 |
| 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 |
| Worker | 0.0203 | 9.9100e-003 | 0.1170 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.0801 | 8.0801 | 2.3700e-003 | 1.1900e-003 | 8.4946 |
| Total | 0.0205 | 0.0152 | 0.1210 | 9.0000e-005 | 7.1200e-003 | 1.1000e-004 | 7.2400e-003 | 1.9100e-003 | 1.0000e-004 | 2.0200e-003 | | 9.0796 | 9.0796 | 2.3800e-003 | 1.3500e-003 | 9.5413 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.4000e-004 | 5.2500e-003 | 3.9400e-003 | 1.0000e-005 | 1.1000e-004 | 1.0000e-005 | 1.2000e-004 | 3.0000e-005 | 1.0000e-005 | 4.0000e-005 | | 0.9995 | 0.9995 | 1.0000e-005 | 1.6000e-004 | 1.0467 |
| 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 |
| Worker | 0.0203 | 9.9100e-003 | 0.1170 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.0801 | 8.0801 | 2.3700e-003 | 1.1900e-003 | 8.4946 |
| Total | 0.0205 | 0.0152 | 0.1210 | 9.0000e-005 | 7.1200e-003 | 1.1000e-004 | 7.2400e-003 | 1.9100e-003 | 1.0000e-004 | 2.0200e-003 | | 9.0796 | 9.0796 | 2.3800e-003 | 1.3500e-003 | 9.5413 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.3200e-003 | 1.7400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4422 | 0.4422 | 1.0000e-005 | 7.0000e-005 | 0.4630 |
| 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 |
| Worker | 0.0225 | 0.0110 | 0.1300 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9100e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 8.9779 | 8.9779 | 2.6300e-003 | 1.3200e-003 | 9.4385 |
| Total | 0.0226 | 0.0133 | 0.1318 | 9.0000e-005 | 7.8400e-003 | 1.1000e-004 | 7.9600e-003 | 2.1000e-003 | 1.0000e-004 | 2.2200e-003 | | 9.4201 | 9.4201 | 2.6400e-003 | 1.3900e-003 | 9.9015 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.3200e-003 | 1.7400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4422 | 0.4422 | 1.0000e-005 | 7.0000e-005 | 0.4630 |
| 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 |
| Worker | 0.0225 | 0.0110 | 0.1300 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9100e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 8.9779 | 8.9779 | 2.6300e-003 | 1.3200e-003 | 9.4385 |
| Total | 0.0226 | 0.0133 | 0.1318 | 9.0000e-005 | 7.8400e-003 | 1.1000e-004 | 7.9600e-003 | 2.1000e-003 | 1.0000e-004 | 2.2200e-003 | | 9.4201 | 9.4201 | 2.6400e-003 | 1.3900e-003 | 9.9015 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.3100e-003 | 1.7400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4320 | 0.4320 | 1.0000e-005 | 7.0000e-005 | 0.4523 |
| 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 |
| Worker | 0.0207 | 0.0102 | 0.1244 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9000e-003 | 2.0900e-003 | 1.0000e-004 | 2.1900e-003 | | 8.7076 | 8.7076 | 2.4200e-003 | 1.2700e-003 | 9.1455 |
| Total | 0.0208 | 0.0125 | 0.1262 | 9.0000e-005 | 7.8400e-003 | 1.1000e-004 | 7.9500e-003 | 2.1000e-003 | 1.0000e-004 | 2.2100e-003 | | 9.1395 | 9.1395 | 2.4300e-003 | 1.3400e-003 | 9.5979 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.3100e-003 | 1.7400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4320 | 0.4320 | 1.0000e-005 | 7.0000e-005 | 0.4523 |
| 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 |
| Worker | 0.0207 | 0.0102 | 0.1244 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9000e-003 | 2.0900e-003 | 1.0000e-004 | 2.1900e-003 | | 8.7076 | 8.7076 | 2.4200e-003 | 1.2700e-003 | 9.1455 |
| Total | 0.0208 | 0.0125 | 0.1262 | 9.0000e-005 | 7.8400e-003 | 1.1000e-004 | 7.9500e-003 | 2.1000e-003 | 1.0000e-004 | 2.2100e-003 | | 9.1395 | 9.1395 | 2.4300e-003 | 1.3400e-003 | 9.5979 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 2.0000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0486 | 0.0486 | 0.0000 | 1.0000e-005 | 0.0509 |
| Vendor | 0.1795 | 4.3759 | 2.8967 | 8.0000e-003 | 0.1438 | 7.7800e-003 | 0.1516 | 0.0422 | 7.4400e-003 | 0.0496 | | 846.8890 | 846.8890 | 0.0113 | 0.1307 | 886.1027 |
| Worker | 1.2398 | 0.6116 | 7.4470 | 5.1600e-003 | 0.4665 | 6.4500e-003 | 0.4730 | 0.1252 | 5.9300e-003 | 0.1312 | | 521.1473 | 521.1473 | 0.1450 | 0.0758 | 547.3606 |
| Total | 1.4193 | 4.9877 | 10.3439 | 0.0132 | 0.6103 | 0.0142 | 0.6245 | 0.1674 | 0.0134 | 0.1808 | | 1,368.084 8 | 1,368.084 8 | 0.1562 | 0.2065 | 1,433.514 2 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 2.0000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0486 | 0.0486 | 0.0000 | 1.0000e-005 | 0.0509 |
| Vendor | 0.1795 | 4.3759 | 2.8967 | 8.0000e-003 | 0.1438 | 7.7800e-003 | 0.1516 | 0.0422 | 7.4400e-003 | 0.0496 | | 846.8890 | 846.8890 | 0.0113 | 0.1307 | 886.1027 |
| Worker | 1.2398 | 0.6116 | 7.4470 | 5.1600e-003 | 0.4665 | 6.4500e-003 | 0.4730 | 0.1252 | 5.9300e-003 | 0.1312 | | 521.1473 | 521.1473 | 0.1450 | 0.0758 | 547.3606 |
| Total | 1.4193 | 4.9877 | 10.3439 | 0.0132 | 0.6103 | 0.0142 | 0.6245 | 0.1674 | 0.0134 | 0.1808 | | 1,368.084 8 | 1,368.084 8 | 0.1562 | 0.2065 | 1,433.514 2 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0475 | 0.0475 | 0.0000 | 1.0000e-005 | 0.0497 |
| Vendor | 0.1779 | 4.3595 | 2.8770 | 7.8400e-003 | 0.1438 | 7.7100e-003 | 0.1515 | 0.0422 | 7.3800e-003 | 0.0495 | | 829.7749 | 829.7749 | 0.0112 | 0.1280 | 868.1825 |
| Worker | 1.1436 | 0.5708 | 7.1602 | 5.0100e-003 | 0.4665 | 6.0700e-003 | 0.4726 | 0.1252 | 5.5800e-003 | 0.1308 | | 506.5624 | 506.5624 | 0.1340 | 0.0728 | 531.6089 |
| Total | 1.3215 | 4.9306 | 10.0374 | 0.0129 | 0.6103 | 0.0138 | 0.6241 | 0.1674 | 0.0130 | 0.1803 | | 1,336.384 8 | 1,336.384 8 | 0.1451 | 0.2008 | 1,399.841 1 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0475 | 0.0475 | 0.0000 | 1.0000e-005 | 0.0497 |
| Vendor | 0.1779 | 4.3595 | 2.8770 | 7.8400e-003 | 0.1438 | 7.7100e-003 | 0.1515 | 0.0422 | 7.3800e-003 | 0.0495 | | 829.7749 | 829.7749 | 0.0112 | 0.1280 | 868.1825 |
| Worker | 1.1436 | 0.5708 | 7.1602 | 5.0100e-003 | 0.4665 | 6.0700e-003 | 0.4726 | 0.1252 | 5.5800e-003 | 0.1308 | | 506.5624 | 506.5624 | 0.1340 | 0.0728 | 531.6089 |
| Total | 1.3215 | 4.9306 | 10.0374 | 0.0129 | 0.6103 | 0.0138 | 0.6241 | 0.1674 | 0.0130 | 0.1803 | | 1,336.384 8 | 1,336.384 8 | 0.1451 | 0.2008 | 1,399.841 1 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0464 | 0.0464 | 0.0000 | 1.0000e-005 | 0.0486 |
| Vendor | 0.1765 | 4.3419 | 2.8600 | 7.6800e-003 | 0.1438 | 7.6300e-003 | 0.1514 | 0.0422 | 7.3000e-003 | 0.0495 | | 812.9988 | 812.9988 | 0.0111 | 0.1253 | 850.6181 |
| Worker | 1.0548 | 0.5356 | 6.8969 | 4.8800e-003 | 0.4665 | 5.7000e-003 | 0.4722 | 0.1252 | 5.2400e-003 | 0.1305 | | 493.3843 | 493.3843 | 0.1242 | 0.0702 | 517.4210 |
| Total | 1.2314 | 4.8778 | 9.7571 | 0.0126 | 0.6103 | 0.0133 | 0.6236 | 0.1674 | 0.0125 | 0.1799 | | 1,306.429 5 | 1,306.429 5 | 0.1352 | 0.1956 | 1,368.087 6 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0464 | 0.0464 | 0.0000 | 1.0000e-005 | 0.0486 |
| Vendor | 0.1765 | 4.3419 | 2.8600 | 7.6800e-003 | 0.1438 | 7.6300e-003 | 0.1514 | 0.0422 | 7.3000e-003 | 0.0495 | | 812.9988 | 812.9988 | 0.0111 | 0.1253 | 850.6181 |
| Worker | 1.0548 | 0.5356 | 6.8969 | 4.8800e-003 | 0.4665 | 5.7000e-003 | 0.4722 | 0.1252 | 5.2400e-003 | 0.1305 | | 493.3843 | 493.3843 | 0.1242 | 0.0702 | 517.4210 |
| Total | 1.2314 | 4.8778 | 9.7571 | 0.0126 | 0.6103 | 0.0133 | 0.6236 | 0.1674 | 0.0125 | 0.1799 | | 1,306.429 5 | 1,306.429 5 | 0.1352 | 0.1956 | 1,368.087 6 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0454 | 0.0454 | 0.0000 | 1.0000e-005 | 0.0475 |
| Vendor | 0.1754 | 4.3283 | 2.8470 | 7.5400e-003 | 0.1438 | 7.5700e-003 | 0.1514 | 0.0422 | 7.2400e-003 | 0.0494 | | 797.7592 | 797.7592 | 0.0110 | 0.1229 | 834.6650 |
| Worker | 0.9737 | 0.5052 | 6.6732 | 4.7600e-003 | 0.4665 | 5.3500e-003 | 0.4718 | 0.1252 | 4.9200e-003 | 0.1301 | | 481.5536 | 481.5536 | 0.1154 | 0.0681 | 504.7169 |
| Total | 1.1491 | 4.8337 | 9.5205 | 0.0123 | 0.6103 | 0.0129 | 0.6232 | 0.1674 | 0.0122 | 0.1795 | | 1,279.3582 | 1,279.3582 | 0.1264 | 0.1910 | 1,339.4294 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2030

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0454 | 0.0454 | 0.0000 | 1.0000e-005 | 0.0475 |
| Vendor | 0.1754 | 4.3283 | 2.8470 | 7.5400e-003 | 0.1438 | 7.5700e-003 | 0.1514 | 0.0422 | 7.2400e-003 | 0.0494 | | 797.7592 | 797.7592 | 0.0110 | 0.1229 | 834.6650 |
| Worker | 0.9737 | 0.5052 | 6.6732 | 4.7600e-003 | 0.4665 | 5.3500e-003 | 0.4718 | 0.1252 | 4.9200e-003 | 0.1301 | | 481.5536 | 481.5536 | 0.1154 | 0.0681 | 504.7169 |
| Total | 1.1491 | 4.8337 | 9.5205 | 0.0123 | 0.6103 | 0.0129 | 0.6232 | 0.1674 | 0.0122 | 0.1795 | | 1,279.3582 | 1,279.3582 | 0.1264 | 0.1910 | 1,339.4294 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0445 | 0.0445 | 0.0000 | 1.0000e-005 | 0.0466 |
| Vendor | 0.1748 | 4.3197 | 2.8412 | 7.4200e-003 | 0.1438 | 7.5200e-003 | 0.1513 | 0.0422 | 7.1900e-003 | 0.0494 | | 784.4381 | 784.4381 | 0.0109 | 0.1209 | 820.7251 |
| Worker | 0.8965 | 0.4782 | 6.4706 | 4.6600e-003 | 0.4665 | 5.0100e-003 | 0.4715 | 0.1252 | 4.6100e-003 | 0.1298 | | 470.9162 | 470.9162 | 0.1074 | 0.0662 | 493.3148 |
| Total | 1.0714 | 4.7981 | 9.3120 | 0.0121 | 0.6103 | 0.0125 | 0.6228 | 0.1674 | 0.0118 | 0.1792 | | 1,255.3988 | 1,255.3988 | 0.1184 | 0.1870 | 1,314.0865 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2031

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0445 | 0.0445 | 0.0000 | 1.0000e-005 | 0.0466 |
| Vendor | 0.1748 | 4.3197 | 2.8412 | 7.4200e-003 | 0.1438 | 7.5200e-003 | 0.1513 | 0.0422 | 7.1900e-003 | 0.0494 | | 784.4381 | 784.4381 | 0.0109 | 0.1209 | 820.7251 |
| Worker | 0.8965 | 0.4782 | 6.4706 | 4.6600e-003 | 0.4665 | 5.0100e-003 | 0.4715 | 0.1252 | 4.6100e-003 | 0.1298 | | 470.9162 | 470.9162 | 0.1074 | 0.0662 | 493.3148 |
| Total | 1.0714 | 4.7981 | 9.3120 | 0.0121 | 0.6103 | 0.0125 | 0.6228 | 0.1674 | 0.0118 | 0.1792 | | 1,255.3988 | 1,255.3988 | 0.1184 | 0.1870 | 1,314.0865 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0438 | 0.0438 | 0.0000 | 1.0000e-005 | 0.0458 |
| Vendor | 0.1747 | 4.3141 | 2.8424 | 7.3100e-003 | 0.1438 | 7.4700e-003 | 0.1513 | 0.0422 | 7.1500e-003 | 0.0493 | | 772.8571 | 772.8571 | 0.0109 | 0.1191 | 808.6106 |
| Worker | 0.8300 | 0.4563 | 6.2906 | 4.5700e-003 | 0.4665 | 4.7000e-003 | 0.4712 | 0.1252 | 4.3200e-003 | 0.1295 | | 461.4483 | 461.4483 | 0.1005 | 0.0646 | 483.2115 |
| Total | 1.0047 | 4.7707 | 9.1332 | 0.0119 | 0.6103 | 0.0122 | 0.6225 | 0.1674 | 0.0115 | 0.1789 | | 1,234.3492 | 1,234.3492 | 0.1114 | 0.1837 | 1,291.8679 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2032

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0438 | 0.0438 | 0.0000 | 1.0000e-005 | 0.0458 |
| Vendor | 0.1747 | 4.3141 | 2.8424 | 7.3100e-003 | 0.1438 | 7.4700e-003 | 0.1513 | 0.0422 | 7.1500e-003 | 0.0493 | | 772.8571 | 772.8571 | 0.0109 | 0.1191 | 808.6106 |
| Worker | 0.8300 | 0.4563 | 6.2906 | 4.5700e-003 | 0.4665 | 4.7000e-003 | 0.4712 | 0.1252 | 4.3200e-003 | 0.1295 | | 461.4483 | 461.4483 | 0.1005 | 0.0646 | 483.2115 |
| Total | 1.0047 | 4.7707 | 9.1332 | 0.0119 | 0.6103 | 0.0122 | 0.6225 | 0.1674 | 0.0115 | 0.1789 | | 1,234.3492 | 1,234.3492 | 0.1114 | 0.1837 | 1,291.8679 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0432 | 0.0432 | 0.0000 | 1.0000e-005 | 0.0452 |
| Vendor | 0.1749 | 4.3142 | 2.8497 | 7.2200e-003 | 0.1438 | 7.4400e-003 | 0.1512 | 0.0422 | 7.1100e-003 | 0.0493 | | 763.2074 | 763.2074 | 0.0110 | 0.1176 | 798.5202 |
| Worker | 0.7696 | 0.4379 | 6.1287 | 4.4800e-003 | 0.4665 | 4.4000e-003 | 0.4709 | 0.1252 | 4.0500e-003 | 0.1293 | | 452.9970 | 452.9970 | 0.0943 | 0.0633 | 474.2211 |
| Total | 0.9445 | 4.7523 | 8.9787 | 0.0117 | 0.6103 | 0.0118 | 0.6221 | 0.1674 | 0.0112 | 0.1786 | | 1,216.2476 | 1,216.2476 | 0.1052 | 0.1809 | 1,272.7865 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |
| Total | 1.3091 | 7.9346 | 16.1570 | 0.0310 | | 0.1481 | 0.1481 | | 0.1481 | 0.1481 | 0.0000 | 2,897.5468 | 2,897.5468 | 0.1162 | | 2,900.4529 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 2.6000e-004 | 1.9000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0432 | 0.0432 | 0.0000 | 1.0000e-005 | 0.0452 |
| Vendor | 0.1749 | 4.3142 | 2.8497 | 7.2200e-003 | 0.1438 | 7.4400e-003 | 0.1512 | 0.0422 | 7.1100e-003 | 0.0493 | | 763.2074 | 763.2074 | 0.0110 | 0.1176 | 798.5202 |
| Worker | 0.7696 | 0.4379 | 6.1287 | 4.4800e-003 | 0.4665 | 4.4000e-003 | 0.4709 | 0.1252 | 4.0500e-003 | 0.1293 | | 452.9970 | 452.9970 | 0.0943 | 0.0633 | 474.2211 |
| Total | 0.9445 | 4.7523 | 8.9787 | 0.0117 | 0.6103 | 0.0118 | 0.6221 | 0.1674 | 0.0112 | 0.1786 | | 1,216.2476 | 1,216.2476 | 0.1052 | 0.1809 | 1,272.7865 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3845 | 7.1202 | 15.8495 | 0.0281 | | 0.3306 | 0.3306 | | 0.3306 | 0.3306 | | 2,656.5168 | 2,656.5168 | 0.1245 | | 2,659.6302 |
| Paving | 0.5342 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.9188 | 7.1202 | 15.8495 | 0.0281 | | 0.3306 | 0.3306 | | 0.3306 | 0.3306 | | 2,656.5168 | 2,656.5168 | 0.1245 | | 2,659.6302 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.4000e-003 | 1.8300e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4055 | 0.4055 | 1.0000e-005 | 6.0000e-005 | 0.4246 |
| Vendor | 2.3800e-003 | 0.0587 | 0.0388 | 1.0000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 10.3838 | 10.3838 | 1.5000e-004 | 1.6000e-003 | 10.8642 |
| Worker | 9.6400e-003 | 5.4900e-003 | 0.0768 | 6.0000e-005 | 5.8500e-003 | 6.0000e-005 | 5.9000e-003 | 1.5700e-003 | 5.0000e-005 | 1.6200e-003 | | 5.6767 | 5.6767 | 1.1800e-003 | 7.9000e-004 | 5.9426 |
| Total | 0.0121 | 0.0666 | 0.1174 | 1.6000e-004 | 7.8600e-003 | 1.6000e-004 | 8.0100e-003 | 2.1500e-003 | 1.5000e-004 | 2.3100e-003 | | 16.4659 | 16.4659 | 1.3400e-003 | 2.4500e-003 | 17.2315 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3845 | 7.1202 | 15.8495 | 0.0281 | | 0.3306 | 0.3306 | | 0.3306 | 0.3306 | 0.0000 | 2,656.5168 | 2,656.5168 | 0.1245 | | 2,659.6302 |
| Paving | 0.5342 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.9188 | 7.1202 | 15.8495 | 0.0281 | | 0.3306 | 0.3306 | | 0.3306 | 0.3306 | 0.0000 | 2,656.5168 | 2,656.5168 | 0.1245 | | 2,659.6302 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.4000e-003 | 1.8300e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4055 | 0.4055 | 1.0000e-005 | 6.0000e-005 | 0.4246 |
| Vendor | 2.3800e-003 | 0.0587 | 0.0388 | 1.0000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 10.3838 | 10.3838 | 1.5000e-004 | 1.6000e-003 | 10.8642 |
| Worker | 9.6400e-003 | 5.4900e-003 | 0.0768 | 6.0000e-005 | 5.8500e-003 | 6.0000e-005 | 5.9000e-003 | 1.5700e-003 | 5.0000e-005 | 1.6200e-003 | | 5.6767 | 5.6767 | 1.1800e-003 | 7.9000e-004 | 5.9426 |
| Total | 0.0121 | 0.0666 | 0.1174 | 1.6000e-004 | 7.8600e-003 | 1.6000e-004 | 8.0100e-003 | 2.1500e-003 | 1.5000e-004 | 2.3100e-003 | | 16.4659 | 16.4659 | 1.3400e-003 | 2.4500e-003 | 17.2315 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 60.1913 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1308 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |
| Total | 60.3221 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.0000e-005 | 4.0000e-004 | 3.0000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0676 | 0.0676 | 0.0000 | 1.0000e-005 | 0.0708 |
| 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 |
| Worker | 0.1537 | 0.0874 | 1.2237 | 8.9000e-004 | 0.0931 | 8.8000e-004 | 0.0940 | 0.0250 | 8.1000e-004 | 0.0258 | | 90.4480 | 90.4480 | 0.0188 | 0.0126 | 94.6858 |
| Total | 0.1537 | 0.0878 | 1.2240 | 8.9000e-004 | 0.0932 | 8.8000e-004 | 0.0940 | 0.0250 | 8.1000e-004 | 0.0258 | | 90.5156 | 90.5156 | 0.0188 | 0.0127 | 94.7565 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 60.1913 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1308 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | 0.0000 | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |
| Total | 60.3221 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | 0.0000 | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.0000e-005 | 4.0000e-004 | 3.0000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0676 | 0.0676 | 0.0000 | 1.0000e-005 | 0.0708 |
| 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 |
| Worker | 0.1537 | 0.0874 | 1.2237 | 8.9000e-004 | 0.0931 | 8.8000e-004 | 0.0940 | 0.0250 | 8.1000e-004 | 0.0258 | | 90.4480 | 90.4480 | 0.0188 | 0.0126 | 94.6858 |
| Total | 0.1537 | 0.0878 | 1.2240 | 8.9000e-004 | 0.0932 | 8.8000e-004 | 0.0940 | 0.0250 | 8.1000e-004 | 0.0258 | | 90.5156 | 90.5156 | 0.0188 | 0.0127 | 94.7565 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2034

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 60.1913 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1308 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |
| Total | 60.3221 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.0000e-005 | 4.0000e-004 | 3.1000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0668 | 0.0668 | 0.0000 | 1.0000e-005 | 0.0699 |
| 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 |
| Worker | 0.1428 | 0.0845 | 1.1944 | 8.8000e-004 | 0.0931 | 8.2000e-004 | 0.0940 | 0.0250 | 7.6000e-004 | 0.0258 | | 88.9504 | 88.9504 | 0.0177 | 0.0124 | 93.0984 |
| Total | 0.1428 | 0.0849 | 1.1947 | 8.8000e-004 | 0.0932 | 8.2000e-004 | 0.0940 | 0.0250 | 7.6000e-004 | 0.0258 | | 89.0172 | 89.0172 | 0.0177 | 0.0124 | 93.1683 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2034

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 60.1913 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1308 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | 0.0000 | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |
| Total | 60.3221 | 0.8563 | 1.7977 | 2.9700e-003 | | 0.0203 | 0.0203 | | 0.0203 | 0.0203 | 0.0000 | 281.4481 | 281.4481 | 0.0114 | | 281.7328 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 2.0000e-005 | 4.0000e-004 | 3.1000e-004 | 0.0000 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | | 0.0668 | 0.0668 | 0.0000 | 1.0000e-005 | 0.0699 |
| 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 |
| Worker | 0.1428 | 0.0845 | 1.1944 | 8.8000e-004 | 0.0931 | 8.2000e-004 | 0.0940 | 0.0250 | 7.6000e-004 | 0.0258 | | 88.9504 | 88.9504 | 0.0177 | 0.0124 | 93.0984 |
| Total | 0.1428 | 0.0849 | 1.1947 | 8.8000e-004 | 0.0932 | 8.2000e-004 | 0.0940 | 0.0250 | 7.6000e-004 | 0.0258 | | 89.0172 | 89.0172 | 0.0177 | 0.0124 | 93.1683 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 4.3495 | 5.1991 | 33.8531 | 0.0254 | 2.4582 | 0.0260 | 2.4842 | 0.6548 | 0.0241 | 0.6788 | | 2,608,067 4 | 2,608,067 4 | 0.5399 | 0.4032 | 2,741.729 0 |
| Unmitigated | 4.3495 | 5.1991 | 33.8531 | 0.0254 | 2.4582 | 0.0260 | 2.4842 | 0.6548 | 0.0241 | 0.6788 | | 2,608,067 4 | 2,608,067 4 | 0.5399 | 0.4032 | 2,741.729 0 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|------------------------|-------------------------|-----------------|-----------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,104.36 | 2,104.36 | 2104.36 | 382,993 | 382,993 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 4,305.54 | 4,305.54 | 4305.54 | 783,609 | 783,609 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 6,409.90 | 6,409.90 | 6,409.90 | 1,166,603 | 1,166,603 |

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 |
| Apartments Low Rise | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 0 | 0 | 0 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
| Condo/Townhouse | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.498700 | 0.230800 | 0.170300 | 0.060900 | 0.000800 | 0.001000 | 0.007600 | 0.018000 | 0.000000 | 0.004400 | 0.002700 | 0.001200 | 0.003600 |
| City Park | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| Condo/Townhouse | 0.498700 | 0.230800 | 0.170300 | 0.060900 | 0.000800 | 0.001000 | 0.007600 | 0.018000 | 0.000000 | 0.004400 | 0.002700 | 0.001200 | 0.003600 |
| Other Asphalt Surfaces | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |
| Parking Lot | 0.563607 | 0.053576 | 0.171542 | 0.130831 | 0.021703 | 0.005972 | 0.011759 | 0.015391 | 0.000596 | 0.000460 | 0.020890 | 0.001172 | 0.002502 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |
| NaturalGas Unmitigated | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 14397.9 | 0.1553 | 1.3269 | 0.5646 | 8.4700e-003 | | 0.1073 | 0.1073 | | 0.1073 | 0.1073 | | 1,693.8718 | 1,693.8718 | 0.0325 | 0.0311 | 1,703.9377 |
| City Park | 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 |
| Condo/Townhouse | 20923.2 | 0.2256 | 1.9282 | 0.8205 | 0.0123 | | 0.1559 | 0.1559 | | 0.1559 | 0.1559 | | 2,461.5493 | 2,461.5493 | 0.0472 | 0.0451 | 2,476.1770 |
| 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 |
| 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 |
| Total | | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 14.3979 | 0.1553 | 1.3269 | 0.5646 | 8.4700e-003 | | 0.1073 | 0.1073 | | 0.1073 | 0.1073 | | 1,693.8718 | 1,693.8718 | 0.0325 | 0.0311 | 1,703.9377 |
| City Park | 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 |
| Condo/Townhouse | 20.9232 | 0.2256 | 1.9282 | 0.8205 | 0.0123 | | 0.1559 | 0.1559 | | 0.1559 | 0.1559 | | 2,461.5493 | 2,461.5493 | 0.0472 | 0.0451 | 2,476.1770 |
| 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 |
| 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 |
| Total | | 0.3809 | 3.2551 | 1.3851 | 0.0208 | | 0.2632 | 0.2632 | | 0.2632 | 0.2632 | | 4,155.4211 | 4,155.4211 | 0.0797 | 0.0762 | 4,180.1147 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use only Natural Gas Hearths

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 21.7254 | 9.9958 | 84.9764 | 0.0621 | | 1.1834 | 1.1834 | | 1.1834 | 1.1834 | 0.0000 | 11,711.7188 | 11,711.7188 | 0.3602 | 0.2120 | 11,783.9107 |
| Unmitigated | 21.7598 | 10.0016 | 85.5651 | 0.0622 | | 1.1868 | 1.1868 | | 1.1868 | 1.1868 | 0.0000 | 11,713.0476 | 11,713.0476 | 0.3622 | 0.2120 | 11,785.2897 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.8140 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 16.4414 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.0602 | 9.0597 | 3.8552 | 0.0578 | | 0.7325 | 0.7325 | | 0.7325 | 0.7325 | 0.0000 | 11,565.5294 | 11,565.5294 | 0.2217 | 0.2120 | 11,634.2576 |
| Landscaping | 2.4442 | 0.9420 | 81.7099 | 4.3300e-003 | | 0.4543 | 0.4543 | | 0.4543 | 0.4543 | | 147.5182 | 147.5182 | 0.1406 | | 151.0321 |
| Total | 21.7598 | 10.0016 | 85.5651 | 0.0622 | | 1.1868 | 1.1868 | | 1.1868 | 1.1868 | 0.0000 | 11,713.0476 | 11,713.0476 | 0.3622 | 0.2120 | 11,785.2897 |

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.8140 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 16.4414 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.0602 | 9.0597 | 3.8552 | 0.0578 | | 0.7325 | 0.7325 | | 0.7325 | 0.7325 | 0.0000 | 11,565.5294 | 11,565.5294 | 0.2217 | 0.2120 | 11,634.2576 |
| Landscaping | 2.4098 | 0.9362 | 81.1212 | 4.2800e-003 | | 0.4509 | 0.4509 | | 0.4509 | 0.4509 | | 146.1894 | 146.1894 | 0.1386 | | 149.6531 |
| Total | 21.7254 | 9.9958 | 84.9764 | 0.0621 | | 1.1834 | 1.1834 | | 1.1834 | 1.1834 | 0.0000 | 11,711.7188 | 11,711.7188 | 0.3602 | 0.2120 | 11,783.9107 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Phase 2 Multifamily Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential

Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------------|----------|---------------|-------------|--------------------|------------|
| City Park | 9.90 | Acre | 9.90 | 431,244.00 | 0 |
| Single Family Housing | 1,087.00 | Dwelling Unit | 207.60 | 1,956,600.00 | 3109 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2035 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Single-Family Detached Housing - Localized Unmitigated Construction and 2037 Operations (2035 operational year used, as the closest options in CalEEMod are 2035 or 2040)

Land Use - 204.5 acres of Low Density Residential (up to 1,022 units)
 Plus 65 units of low density residential in place of the 13.0 acre elementary school
 1,022+65=1,087

Construction Phase - No demolition
 Construction schedule adjusted to estimate construction of 100 low-density residential units per year on average and anticipated project buildout timeline

Off-road Equipment -

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Project-specific trip rates

Single-Family Detached Housing ADT: 8.546/DU

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2037 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 4,650.00 | 2,535.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.57 | 0.49 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------------|----------------------------|-------------|-------------|
| tblFleetMix | LHD1 | 0.02 | 9.0000e-004 |
| tblFleetMix | LHD2 | 5.8430e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 3.0000e-003 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MH | 2.4450e-003 | 4.0000e-003 |
| tblFleetMix | MHD | 0.01 | 7.8000e-003 |
| tblFleetMix | OBUS | 5.9100e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1480e-003 | 1.1000e-003 |
| tblFleetMix | UBUS | 4.5900e-004 | 4.4000e-003 |
| tblLandUse | LotAcreage | 352.92 | 207.60 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.40 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.50 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 36.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblVehicleTrips | DV_TP | 11.00 | 0.00 |
| tblVehicleTrips | HO_TL | 7.50 | 0.50 |
| tblVehicleTrips | HS_TL | 7.30 | 0.50 |
| tblVehicleTrips | HW_TL | 10.80 | 0.50 |
| tblVehicleTrips | PB_TP | 3.00 | 0.00 |
| tblVehicleTrips | PR_TP | 86.00 | 100.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.5036 | 25.2440 | 18.0042 | 0.0382 | 19.6641 | 1.0869 | 20.7510 | 10.1043 | 1.0000 | 11.1043 | 0.0000 | 3,698.2225 | 3,698.2225 | 1.1949 | 1.1200e-003 | 3,728.4286 |
| 2027 | 7.4158 | 62.3271 | 75.1851 | 0.1423 | 19.9863 | 2.5254 | 22.4675 | 10.1932 | 2.3434 | 12.4960 | 0.0000 | 13,738.7311 | 13,738.7311 | 3.8249 | 0.1181 | 13,869.5586 |
| 2028 | 7.3444 | 62.2989 | 75.0557 | 0.1422 | 9.5336 | 2.5251 | 12.0588 | 3.7447 | 2.3432 | 6.0879 | 0.0000 | 13,719.6673 | 13,719.6673 | 3.8208 | 0.1150 | 13,849.4678 |
| 2029 | 6.3386 | 53.6277 | 60.2549 | 0.1190 | 9.5258 | 2.1062 | 11.6320 | 3.7425 | 1.9578 | 5.7003 | 0.0000 | 11,476.8042 | 11,476.8042 | 3.1020 | 0.1096 | 11,587.0268 |
| 2030 | 3.2480 | 17.3459 | 33.8812 | 0.0641 | 0.3144 | 0.2793 | 0.5937 | 0.0867 | 0.2789 | 0.3655 | 0.0000 | 6,071.3703 | 6,071.3703 | 0.2621 | 0.1061 | 6,109.5470 |
| 2031 | 3.1913 | 17.3292 | 33.8004 | 0.0639 | 0.3144 | 0.2791 | 0.5935 | 0.0867 | 0.2787 | 0.3654 | 0.0000 | 6,057.4787 | 6,057.4787 | 0.2592 | 0.1040 | 6,094.9531 |
| 2032 | 3.1426 | 17.3164 | 33.7331 | 0.0638 | 0.3144 | 0.2789 | 0.5933 | 0.0867 | 0.2785 | 0.3652 | 0.0000 | 6,045.2865 | 6,045.2865 | 0.2568 | 0.1022 | 6,082.1652 |
| 2033 | 3.0981 | 17.3082 | 33.6766 | 0.0637 | 0.3144 | 0.2788 | 0.5931 | 0.0867 | 0.2784 | 0.3650 | 0.0000 | 6,034.8386 | 6,034.8386 | 0.2546 | 0.1007 | 6,071.2197 |
| 2034 | 3.0572 | 17.3017 | 33.6271 | 0.0636 | 0.3144 | 0.2786 | 0.5930 | 0.0867 | 0.2782 | 0.3649 | 0.0000 | 6,025.6177 | 6,025.6177 | 0.2527 | 0.0995 | 6,061.5731 |
| 2035 | 40.1683 | 16.6698 | 35.7365 | 0.0670 | 0.3588 | 0.1828 | 0.5416 | 0.0986 | 0.1824 | 0.2810 | 0.0000 | 6,344.4816 | 6,344.4816 | 0.2521 | 0.1036 | 6,381.6674 |
| 2036 | 40.1683 | 16.6698 | 35.7365 | 0.0670 | 0.3588 | 0.1828 | 0.5416 | 0.0986 | 0.1824 | 0.2810 | 0.0000 | 6,344.4816 | 6,344.4816 | 0.2521 | 0.1036 | 6,381.6674 |
| 2037 | 37.3157 | 0.7914 | 2.2243 | 3.4200e-003 | 0.0444 | 0.0103 | 0.0547 | 0.0119 | 0.0103 | 0.0222 | 0.0000 | 326.9949 | 326.9949 | 0.0164 | 5.2400e-003 | 328.9680 |
| Maximum | 40.1683 | 62.3271 | 75.1851 | 0.1423 | 19.9863 | 2.5254 | 22.4675 | 10.1932 | 2.3434 | 12.4960 | 0.0000 | 13,738.7311 | 13,738.7311 | 3.8249 | 0.1181 | 13,869.5586 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.5036 | 25.2440 | 18.0042 | 0.0382 | 8.8527 | 1.0869 | 9.9396 | 4.5480 | 1.0000 | 5.5479 | 0.0000 | 3,698.2225 | 3,698.2225 | 1.1949 | 1.1200e-003 | 3,728.4286 |
| 2027 | 7.4158 | 62.3271 | 75.1851 | 0.1423 | 9.1749 | 2.5254 | 11.6562 | 4.6368 | 2.3434 | 6.9396 | 0.0000 | 13,738.7311 | 13,738.7311 | 3.8249 | 0.1181 | 13,869.5586 |
| 2028 | 7.3444 | 62.2989 | 75.0557 | 0.1422 | 4.4717 | 2.5251 | 6.9968 | 1.7351 | 2.3432 | 4.0783 | 0.0000 | 13,719.6673 | 13,719.6673 | 3.8208 | 0.1150 | 13,849.4677 |
| 2029 | 6.3386 | 53.6277 | 60.2549 | 0.1190 | 4.4638 | 2.1062 | 6.5700 | 1.7329 | 1.9578 | 3.6907 | 0.0000 | 11,476.8042 | 11,476.8042 | 3.1020 | 0.1096 | 11,587.0268 |
| 2030 | 3.2480 | 17.3459 | 33.8812 | 0.0641 | 0.3144 | 0.2793 | 0.5937 | 0.0867 | 0.2789 | 0.3655 | 0.0000 | 6,071.3703 | 6,071.3703 | 0.2621 | 0.1061 | 6,109.5470 |
| 2031 | 3.1913 | 17.3292 | 33.8004 | 0.0639 | 0.3144 | 0.2791 | 0.5935 | 0.0867 | 0.2787 | 0.3654 | 0.0000 | 6,057.4787 | 6,057.4787 | 0.2592 | 0.1040 | 6,094.9531 |
| 2032 | 3.1426 | 17.3164 | 33.7331 | 0.0638 | 0.3144 | 0.2789 | 0.5933 | 0.0867 | 0.2785 | 0.3652 | 0.0000 | 6,045.2865 | 6,045.2865 | 0.2568 | 0.1022 | 6,082.1652 |
| 2033 | 3.0981 | 17.3082 | 33.6766 | 0.0637 | 0.3144 | 0.2788 | 0.5931 | 0.0867 | 0.2784 | 0.3650 | 0.0000 | 6,034.8386 | 6,034.8386 | 0.2546 | 0.1007 | 6,071.2197 |
| 2034 | 3.0572 | 17.3017 | 33.6271 | 0.0636 | 0.3144 | 0.2786 | 0.5930 | 0.0867 | 0.2782 | 0.3649 | 0.0000 | 6,025.6177 | 6,025.6177 | 0.2527 | 0.0995 | 6,061.5731 |
| 2035 | 40.1683 | 16.6698 | 35.7365 | 0.0670 | 0.3588 | 0.1828 | 0.5416 | 0.0986 | 0.1824 | 0.2810 | 0.0000 | 6,344.4816 | 6,344.4816 | 0.2521 | 0.1036 | 6,381.6674 |
| 2036 | 40.1683 | 16.6698 | 35.7365 | 0.0670 | 0.3588 | 0.1828 | 0.5416 | 0.0986 | 0.1824 | 0.2810 | 0.0000 | 6,344.4816 | 6,344.4816 | 0.2521 | 0.1036 | 6,381.6674 |
| 2037 | 37.3157 | 0.7914 | 2.2243 | 3.4200e-003 | 0.0444 | 0.0103 | 0.0547 | 0.0119 | 0.0103 | 0.0222 | 0.0000 | 326.9949 | 326.9949 | 0.0164 | 5.2400e-003 | 328.9680 |
| Maximum | 40.1683 | 62.3271 | 75.1851 | 0.1423 | 9.1749 | 2.5254 | 11.6562 | 4.6368 | 2.3434 | 6.9396 | 0.0000 | 13,738.7311 | 13,738.7311 | 3.8249 | 0.1181 | 13,869.5586 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 52.01 | 0.00 | 44.71 | 53.23 | 0.00 | 40.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 38.9060 | 10.9483 | 93.5848 | 0.0680 | | 1.2991 | 1.2991 | | 1.2991 | 1.2991 | 0.0000 | 12,821.8315 | 12,821.8315 | 0.3964 | 0.2321 | 12,900.9087 |
| Energy | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |
| Mobile | 9.1887 | 7.0960 | 37.7913 | 0.0392 | 3.5638 | 0.0362 | 3.6000 | 0.9493 | 0.0336 | 0.9829 | | 4,025.1502 | 4,025.1502 | 0.5847 | 0.5380 | 4,200.0920 |
| Total | 48.8579 | 24.5661 | 134.1513 | 0.1489 | 3.5638 | 1.8627 | 5.4265 | 0.9493 | 1.8601 | 2.8093 | 0.0000 | 25,172.6554 | 25,172.6554 | 1.1406 | 0.9228 | 25,476.1497 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 38.8683 | 10.9420 | 92.9407 | 0.0680 | | 1.2954 | 1.2954 | | 1.2954 | 1.2954 | 0.0000 | 12,820.3769 | 12,820.3769 | 0.3942 | 0.2321 | 12,899.3992 |
| Energy | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |
| Mobile | 9.1887 | 7.0960 | 37.7913 | 0.0392 | 3.5638 | 0.0362 | 3.6000 | 0.9493 | 0.0336 | 0.9829 | | 4,025.1502 | 4,025.1502 | 0.5847 | 0.5380 | 4,200.0920 |
| Total | 48.8202 | 24.5598 | 133.5072 | 0.1488 | 3.5638 | 1.8589 | 5.4227 | 0.9493 | 1.8563 | 2.8055 | 0.0000 | 25,171.2009 | 25,171.2009 | 1.1384 | 0.9228 | 25,474.6402 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.08 | 0.03 | 0.48 | 0.03 | 0.00 | 0.20 | 0.07 | 0.00 | 0.20 | 0.13 | 0.00 | 0.01 | 0.01 | 0.19 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2026 | 6/9/2027 | 5 | 180 | |
| 2 | Building Construction | Building Construction | 1/1/2027 | 9/18/2036 | 5 | 2535 | |
| 3 | Paving | Paving | 1/1/2027 | 4/6/2028 | 5 | 330 | |
| 4 | Grading | Grading | 6/10/2027 | 3/21/2029 | 5 | 465 | |
| 5 | Architectural Coating | Architectural Coating | 11/25/2035 | 3/1/2037 | 5 | 330 | |

Acres of Grading (Site Preparation Phase): 270

Acres of Grading (Grading Phase): 1395

Acres of Paving: 0

Residential Indoor: 3,962,115; Residential Outdoor: 1,320,705; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 2 | 6.40 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 7.30 | 89 | 0.20 |
| Building Construction | Generator Sets | 2 | 7.30 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 6.50 | 97 | 0.37 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Building Construction | Welders | 2 | 7.30 | 46 | 0.45 |
| 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 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 18 | 572.00 | 187.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 36.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 114.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 9.0000e-005 | 1.6200e-003 | 1.2700e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3273 | 0.3273 | 0.0000 | 5.0000e-005 | 0.3427 |
| 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 |
| Worker | 0.0308 | 8.4700e-003 | 0.0911 | 9.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.7916 | 8.7916 | 1.7600e-003 | 1.0700e-003 | 9.1539 |
| Total | 0.0309 | 0.0101 | 0.0924 | 9.0000e-005 | 7.0500e-003 | 1.0000e-004 | 7.1600e-003 | 1.8900e-003 | 9.0000e-005 | 1.9900e-003 | | 9.1188 | 9.1188 | 1.7600e-003 | 1.1200e-003 | 9.4966 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 9.0000e-005 | 1.6200e-003 | 1.2700e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3273 | 0.3273 | 0.0000 | 5.0000e-005 | 0.3427 |
| 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 |
| Worker | 0.0308 | 8.4700e-003 | 0.0911 | 9.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.7916 | 8.7916 | 1.7600e-003 | 1.0700e-003 | 9.1539 |
| Total | 0.0309 | 0.0101 | 0.0924 | 9.0000e-005 | 7.0500e-003 | 1.0000e-004 | 7.1600e-003 | 1.8900e-003 | 9.0000e-005 | 1.9900e-003 | | 9.1188 | 9.1188 | 1.7600e-003 | 1.1200e-003 | 9.4966 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 9.0000e-005 | 1.6100e-003 | 1.2700e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3197 | 0.3197 | 0.0000 | 5.0000e-005 | 0.3348 |
| 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 |
| Worker | 0.0285 | 7.8600e-003 | 0.0870 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1100e-003 | 1.8800e-003 | 9.0000e-005 | 1.9700e-003 | | 8.5269 | 8.5269 | 1.6200e-003 | 1.0200e-003 | 8.8717 |
| Total | 0.0286 | 9.4700e-003 | 0.0883 | 8.0000e-005 | 7.0500e-003 | 1.0000e-004 | 7.1500e-003 | 1.8900e-003 | 9.0000e-005 | 1.9800e-003 | | 8.8465 | 8.8465 | 1.6200e-003 | 1.0700e-003 | 9.2065 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 9.0000e-005 | 1.6100e-003 | 1.2700e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3197 | 0.3197 | 0.0000 | 5.0000e-005 | 0.3348 |
| 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 |
| Worker | 0.0285 | 7.8600e-003 | 0.0870 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1100e-003 | 1.8800e-003 | 9.0000e-005 | 1.9700e-003 | | 8.5269 | 8.5269 | 1.6200e-003 | 1.0200e-003 | 8.8717 |
| Total | 0.0286 | 9.4700e-003 | 0.0883 | 8.0000e-005 | 7.0500e-003 | 1.0000e-004 | 7.1500e-003 | 1.8900e-003 | 9.0000e-005 | 1.9800e-003 | | 8.8465 | 8.8465 | 1.6200e-003 | 1.0700e-003 | 9.2065 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0195 | 0.0195 | 0.0000 | 0.0000 | 0.0204 |
| Vendor | 0.1286 | 2.5992 | 1.7535 | 5.0200e-003 | 0.0914 | 4.7900e-003 | 0.0962 | 0.0268 | 4.5800e-003 | 0.0314 | | 531.3863 | 531.3863 | 7.6600e-003 | 0.0819 | 555.9683 |
| Worker | 0.9049 | 0.2497 | 2.7653 | 2.6800e-003 | 0.2229 | 3.0800e-003 | 0.2260 | 0.0598 | 2.8300e-003 | 0.0627 | | 270.9644 | 270.9644 | 0.0515 | 0.0325 | 281.9237 |
| Total | 1.0335 | 2.8490 | 4.5189 | 7.7000e-003 | 0.3144 | 7.8700e-003 | 0.3222 | 0.0867 | 7.4100e-003 | 0.0941 | | 802.3702 | 802.3702 | 0.0592 | 0.1143 | 837.9123 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0195 | 0.0195 | 0.0000 | 0.0000 | 0.0204 |
| Vendor | 0.1286 | 2.5992 | 1.7535 | 5.0200e-003 | 0.0914 | 4.7900e-003 | 0.0962 | 0.0268 | 4.5800e-003 | 0.0314 | | 531.3863 | 531.3863 | 7.6600e-003 | 0.0819 | 555.9683 |
| Worker | 0.9049 | 0.2497 | 2.7653 | 2.6800e-003 | 0.2229 | 3.0800e-003 | 0.2260 | 0.0598 | 2.8300e-003 | 0.0627 | | 270.9644 | 270.9644 | 0.0515 | 0.0325 | 281.9237 |
| Total | 1.0335 | 2.8490 | 4.5189 | 7.7000e-003 | 0.3144 | 7.8700e-003 | 0.3222 | 0.0867 | 7.4100e-003 | 0.0941 | | 802.3702 | 802.3702 | 0.0592 | 0.1143 | 837.9123 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0190 | 0.0190 | 0.0000 | 0.0000 | 0.0199 |
| Vendor | 0.1275 | 2.5889 | 1.7423 | 4.9200e-003 | 0.0915 | 4.7500e-003 | 0.0962 | 0.0268 | 4.5500e-003 | 0.0314 | | 520.6056 | 520.6056 | 7.5900e-003 | 0.0802 | 544.6798 |
| Worker | 0.8386 | 0.2331 | 2.6542 | 2.6100e-003 | 0.2229 | 2.9000e-003 | 0.2258 | 0.0598 | 2.6700e-003 | 0.0625 | | 263.3896 | 263.3896 | 0.0476 | 0.0312 | 273.8704 |
| Total | 0.9661 | 2.8221 | 4.3965 | 7.5300e-003 | 0.3144 | 7.6500e-003 | 0.3220 | 0.0867 | 7.2200e-003 | 0.0939 | | 784.0141 | 784.0141 | 0.0552 | 0.1113 | 818.5700 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0190 | 0.0190 | 0.0000 | 0.0000 | 0.0199 |
| Vendor | 0.1275 | 2.5889 | 1.7423 | 4.9200e-003 | 0.0915 | 4.7500e-003 | 0.0962 | 0.0268 | 4.5500e-003 | 0.0314 | | 520.6056 | 520.6056 | 7.5900e-003 | 0.0802 | 544.6798 |
| Worker | 0.8386 | 0.2331 | 2.6542 | 2.6100e-003 | 0.2229 | 2.9000e-003 | 0.2258 | 0.0598 | 2.6700e-003 | 0.0625 | | 263.3896 | 263.3896 | 0.0476 | 0.0312 | 273.8704 |
| Total | 0.9661 | 2.8221 | 4.3965 | 7.5300e-003 | 0.3144 | 7.6500e-003 | 0.3220 | 0.0867 | 7.2200e-003 | 0.0939 | | 784.0141 | 784.0141 | 0.0552 | 0.1113 | 818.5700 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0186 | 0.0186 | 0.0000 | 0.0000 | 0.0194 |
| Vendor | 0.1265 | 2.5779 | 1.7324 | 4.8200e-003 | 0.0915 | 4.7100e-003 | 0.0962 | 0.0268 | 4.5000e-003 | 0.0313 | | 510.0413 | 510.0413 | 7.5300e-003 | 0.0785 | 533.6191 |
| Worker | 0.7760 | 0.2188 | 2.5533 | 2.5400e-003 | 0.2229 | 2.7200e-003 | 0.2256 | 0.0598 | 2.5000e-003 | 0.0623 | | 256.5594 | 256.5594 | 0.0442 | 0.0301 | 266.6265 |
| Total | 0.9026 | 2.7968 | 4.2859 | 7.3600e-003 | 0.3144 | 7.4300e-003 | 0.3218 | 0.0867 | 7.0000e-003 | 0.0937 | | 766.6192 | 766.6192 | 0.0517 | 0.1086 | 800.2650 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0186 | 0.0186 | 0.0000 | 0.0000 | 0.0194 |
| Vendor | 0.1265 | 2.5779 | 1.7324 | 4.8200e-003 | 0.0915 | 4.7100e-003 | 0.0962 | 0.0268 | 4.5000e-003 | 0.0313 | | 510.0413 | 510.0413 | 7.5300e-003 | 0.0785 | 533.6191 |
| Worker | 0.7760 | 0.2188 | 2.5533 | 2.5400e-003 | 0.2229 | 2.7200e-003 | 0.2256 | 0.0598 | 2.5000e-003 | 0.0623 | | 256.5594 | 256.5594 | 0.0442 | 0.0301 | 266.6265 |
| Total | 0.9026 | 2.7968 | 4.2859 | 7.3600e-003 | 0.3144 | 7.4300e-003 | 0.3218 | 0.0867 | 7.0000e-003 | 0.0937 | | 766.6192 | 766.6192 | 0.0517 | 0.1086 | 800.2650 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2030

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0182 | 0.0182 | 0.0000 | 0.0000 | 0.0190 |
| Vendor | 0.1258 | 2.5693 | 1.7250 | 4.7300e-003 | 0.0915 | 4.6700e-003 | 0.0961 | 0.0268 | 4.4700e-003 | 0.0313 | | 500.4457 | 500.4457 | 7.4800e-003 | 0.0770 | 523.5742 |
| Worker | 0.7177 | 0.2064 | 2.4676 | 2.4800e-003 | 0.2229 | 2.5600e-003 | 0.2255 | 0.0598 | 2.3500e-003 | 0.0622 | | 250.4332 | 250.4332 | 0.0411 | 0.0291 | 260.1431 |
| Total | 0.8435 | 2.7757 | 4.1926 | 7.2100e-003 | 0.3144 | 7.2300e-003 | 0.3216 | 0.0867 | 6.8200e-003 | 0.0935 | | 750.8971 | 750.8971 | 0.0486 | 0.1061 | 783.7363 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2030

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0182 | 0.0182 | 0.0000 | 0.0000 | 0.0190 |
| Vendor | 0.1258 | 2.5693 | 1.7250 | 4.7300e-003 | 0.0915 | 4.6700e-003 | 0.0961 | 0.0268 | 4.4700e-003 | 0.0313 | | 500.4457 | 500.4457 | 7.4800e-003 | 0.0770 | 523.5742 |
| Worker | 0.7177 | 0.2064 | 2.4676 | 2.4800e-003 | 0.2229 | 2.5600e-003 | 0.2255 | 0.0598 | 2.3500e-003 | 0.0622 | | 250.4332 | 250.4332 | 0.0411 | 0.0291 | 260.1431 |
| Total | 0.8435 | 2.7757 | 4.1926 | 7.2100e-003 | 0.3144 | 7.2300e-003 | 0.3216 | 0.0867 | 6.8200e-003 | 0.0935 | | 750.8971 | 750.8971 | 0.0486 | 0.1061 | 783.7363 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2031

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0178 | 0.0178 | 0.0000 | 0.0000 | 0.0187 |
| Vendor | 0.1254 | 2.5636 | 1.7217 | 4.6500e-003 | 0.0915 | 4.6400e-003 | 0.0961 | 0.0268 | 4.4400e-003 | 0.0313 | | 492.0534 | 492.0534 | 7.4600e-003 | 0.0757 | 514.7918 |
| Worker | 0.6614 | 0.1954 | 2.3900 | 2.4200e-003 | 0.2229 | 2.3900e-003 | 0.2253 | 0.0598 | 2.2000e-003 | 0.0620 | | 244.9343 | 244.9343 | 0.0383 | 0.0283 | 254.3320 |
| Total | 0.7868 | 2.7590 | 4.1118 | 7.0700e-003 | 0.3144 | 7.0300e-003 | 0.3214 | 0.0867 | 6.6400e-003 | 0.0933 | | 737.0055 | 737.0055 | 0.0457 | 0.1040 | 769.1424 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2031

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0178 | 0.0178 | 0.0000 | 0.0000 | 0.0187 |
| Vendor | 0.1254 | 2.5636 | 1.7217 | 4.6500e-003 | 0.0915 | 4.6400e-003 | 0.0961 | 0.0268 | 4.4400e-003 | 0.0313 | | 492.0534 | 492.0534 | 7.4600e-003 | 0.0757 | 514.7918 |
| Worker | 0.6614 | 0.1954 | 2.3900 | 2.4200e-003 | 0.2229 | 2.3900e-003 | 0.2253 | 0.0598 | 2.2000e-003 | 0.0620 | | 244.9343 | 244.9343 | 0.0383 | 0.0283 | 254.3320 |
| Total | 0.7868 | 2.7590 | 4.1118 | 7.0700e-003 | 0.3144 | 7.0300e-003 | 0.3214 | 0.0867 | 6.6400e-003 | 0.0933 | | 737.0055 | 737.0055 | 0.0457 | 0.1040 | 769.1424 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2032

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0175 | 0.0175 | 0.0000 | 0.0000 | 0.0183 |
| Vendor | 0.1253 | 2.5596 | 1.7225 | 4.5800e-003 | 0.0915 | 4.6200e-003 | 0.0961 | 0.0268 | 4.4200e-003 | 0.0312 | | 484.7513 | 484.7513 | 7.4600e-003 | 0.0746 | 507.1530 |
| Worker | 0.6128 | 0.1865 | 2.3219 | 2.3700e-003 | 0.2229 | 2.2400e-003 | 0.2252 | 0.0598 | 2.0600e-003 | 0.0619 | | 240.0445 | 240.0445 | 0.0358 | 0.0277 | 249.1831 |
| Total | 0.7381 | 2.7462 | 4.0445 | 6.9500e-003 | 0.3144 | 6.8600e-003 | 0.3212 | 0.0867 | 6.4800e-003 | 0.0931 | | 724.8133 | 724.8133 | 0.0433 | 0.1022 | 756.3545 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2032

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0175 | 0.0175 | 0.0000 | 0.0000 | 0.0183 |
| Vendor | 0.1253 | 2.5596 | 1.7225 | 4.5800e-003 | 0.0915 | 4.6200e-003 | 0.0961 | 0.0268 | 4.4200e-003 | 0.0312 | | 484.7513 | 484.7513 | 7.4600e-003 | 0.0746 | 507.1530 |
| Worker | 0.6128 | 0.1865 | 2.3219 | 2.3700e-003 | 0.2229 | 2.2400e-003 | 0.2252 | 0.0598 | 2.0600e-003 | 0.0619 | | 240.0445 | 240.0445 | 0.0358 | 0.0277 | 249.1831 |
| Total | 0.7381 | 2.7462 | 4.0445 | 6.9500e-003 | 0.3144 | 6.8600e-003 | 0.3212 | 0.0867 | 6.4800e-003 | 0.0931 | | 724.8133 | 724.8133 | 0.0433 | 0.1022 | 756.3545 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0173 | 0.0173 | 0.0000 | 0.0000 | 0.0181 |
| Vendor | 0.1255 | 2.5590 | 1.7269 | 4.5300e-003 | 0.0915 | 4.6000e-003 | 0.0961 | 0.0268 | 4.4000e-003 | 0.0312 | | 478.6639 | 478.6639 | 7.4800e-003 | 0.0736 | 500.7873 |
| Worker | 0.5681 | 0.1789 | 2.2609 | 2.3300e-003 | 0.2229 | 2.1000e-003 | 0.2250 | 0.0598 | 1.9400e-003 | 0.0618 | | 235.6842 | 235.6842 | 0.0336 | 0.0271 | 244.6036 |
| Total | 0.6935 | 2.7380 | 3.9879 | 6.8600e-003 | 0.3144 | 6.7000e-003 | 0.3211 | 0.0867 | 6.3400e-003 | 0.0930 | | 714.3654 | 714.3654 | 0.0411 | 0.1007 | 745.4090 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0173 | 0.0173 | 0.0000 | 0.0000 | 0.0181 |
| Vendor | 0.1255 | 2.5590 | 1.7269 | 4.5300e-003 | 0.0915 | 4.6000e-003 | 0.0961 | 0.0268 | 4.4000e-003 | 0.0312 | | 478.6639 | 478.6639 | 7.4800e-003 | 0.0736 | 500.7873 |
| Worker | 0.5681 | 0.1789 | 2.2609 | 2.3300e-003 | 0.2229 | 2.1000e-003 | 0.2250 | 0.0598 | 1.9400e-003 | 0.0618 | | 235.6842 | 235.6842 | 0.0336 | 0.0271 | 244.6036 |
| Total | 0.6935 | 2.7380 | 3.9879 | 6.8600e-003 | 0.3144 | 6.7000e-003 | 0.3211 | 0.0867 | 6.3400e-003 | 0.0930 | | 714.3654 | 714.3654 | 0.0411 | 0.1007 | 745.4090 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2034

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0171 | 0.0171 | 0.0000 | 0.0000 | 0.0179 |
| Vendor | 0.1258 | 2.5586 | 1.7326 | 4.4700e-003 | 0.0915 | 4.5700e-003 | 0.0960 | 0.0268 | 4.3700e-003 | 0.0312 | | 473.3100 | 473.3100 | 7.5100e-003 | 0.0728 | 495.1897 |
| Worker | 0.5269 | 0.1729 | 2.2059 | 2.2900e-003 | 0.2229 | 1.9700e-003 | 0.2249 | 0.0598 | 1.8100e-003 | 0.0617 | | 231.8175 | 231.8175 | 0.0317 | 0.0267 | 240.5548 |
| Total | 0.6527 | 2.7315 | 3.9385 | 6.7600e-003 | 0.3144 | 6.5400e-003 | 0.3209 | 0.0867 | 6.1800e-003 | 0.0928 | | 705.1445 | 705.1445 | 0.0392 | 0.0995 | 735.7624 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2034

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0171 | 0.0171 | 0.0000 | 0.0000 | 0.0179 |
| Vendor | 0.1258 | 2.5586 | 1.7326 | 4.4700e-003 | 0.0915 | 4.5700e-003 | 0.0960 | 0.0268 | 4.3700e-003 | 0.0312 | | 473.3100 | 473.3100 | 7.5100e-003 | 0.0728 | 495.1897 |
| Worker | 0.5269 | 0.1729 | 2.2059 | 2.2900e-003 | 0.2229 | 1.9700e-003 | 0.2249 | 0.0598 | 1.8100e-003 | 0.0617 | | 231.8175 | 231.8175 | 0.0317 | 0.0267 | 240.5548 |
| Total | 0.6527 | 2.7315 | 3.9385 | 6.7600e-003 | 0.3144 | 6.5400e-003 | 0.3209 | 0.0867 | 6.1800e-003 | 0.0928 | | 705.1445 | 705.1445 | 0.0392 | 0.0995 | 735.7624 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2035

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |
| Total | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0169 | 0.0169 | 0.0000 | 0.0000 | 0.0177 |
| Vendor | 0.1261 | 2.5579 | 1.7380 | 4.4300e-003 | 0.0915 | 4.5500e-003 | 0.0960 | 0.0268 | 4.3500e-003 | 0.0312 | | 468.5719 | 468.5719 | 7.5300e-003 | 0.0721 | 490.2368 |
| Worker | 0.4913 | 0.1682 | 2.1572 | 2.2600e-003 | 0.2229 | 1.8500e-003 | 0.2248 | 0.0598 | 1.7100e-003 | 0.0615 | | 228.4248 | 228.4248 | 0.0300 | 0.0263 | 237.0154 |
| Total | 0.6174 | 2.7261 | 3.8953 | 6.6900e-003 | 0.3144 | 6.4000e-003 | 0.3208 | 0.0867 | 6.0600e-003 | 0.0927 | | 697.0136 | 697.0136 | 0.0375 | 0.0984 | 727.2699 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2035

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |
| Total | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0169 | 0.0169 | 0.0000 | 0.0000 | 0.0177 |
| Vendor | 0.1261 | 2.5579 | 1.7380 | 4.4300e-003 | 0.0915 | 4.5500e-003 | 0.0960 | 0.0268 | 4.3500e-003 | 0.0312 | | 468.5719 | 468.5719 | 7.5300e-003 | 0.0721 | 490.2368 |
| Worker | 0.4913 | 0.1682 | 2.1572 | 2.2600e-003 | 0.2229 | 1.8500e-003 | 0.2248 | 0.0598 | 1.7100e-003 | 0.0615 | | 228.4248 | 228.4248 | 0.0300 | 0.0263 | 237.0154 |
| Total | 0.6174 | 2.7261 | 3.8953 | 6.6900e-003 | 0.3144 | 6.4000e-003 | 0.3208 | 0.0867 | 6.0600e-003 | 0.0927 | | 697.0136 | 697.0136 | 0.0375 | 0.0984 | 727.2699 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2036

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |
| Total | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0169 | 0.0169 | 0.0000 | 0.0000 | 0.0177 |
| Vendor | 0.1261 | 2.5579 | 1.7380 | 4.4300e-003 | 0.0915 | 4.5500e-003 | 0.0960 | 0.0268 | 4.3500e-003 | 0.0312 | | 468.5719 | 468.5719 | 7.5300e-003 | 0.0721 | 490.2368 |
| Worker | 0.4913 | 0.1682 | 2.1572 | 2.2600e-003 | 0.2229 | 1.8500e-003 | 0.2248 | 0.0598 | 1.7100e-003 | 0.0615 | | 228.4248 | 228.4248 | 0.0300 | 0.0263 | 237.0154 |
| Total | 0.6174 | 2.7261 | 3.8953 | 6.6900e-003 | 0.3144 | 6.4000e-003 | 0.3208 | 0.0867 | 6.0600e-003 | 0.0927 | | 697.0136 | 697.0136 | 0.0375 | 0.0984 | 727.2699 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2036

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |
| Total | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0169 | 0.0169 | 0.0000 | 0.0000 | 0.0177 |
| Vendor | 0.1261 | 2.5579 | 1.7380 | 4.4300e-003 | 0.0915 | 4.5500e-003 | 0.0960 | 0.0268 | 4.3500e-003 | 0.0312 | | 468.5719 | 468.5719 | 7.5300e-003 | 0.0721 | 490.2368 |
| Worker | 0.4913 | 0.1682 | 2.1572 | 2.2600e-003 | 0.2229 | 1.8500e-003 | 0.2248 | 0.0598 | 1.7100e-003 | 0.0615 | | 228.4248 | 228.4248 | 0.0300 | 0.0263 | 237.0154 |
| Total | 0.6174 | 2.7261 | 3.8953 | 6.6900e-003 | 0.3144 | 6.4000e-003 | 0.3208 | 0.0867 | 6.0600e-003 | 0.0927 | | 697.0136 | 697.0136 | 0.0375 | 0.0984 | 727.2699 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.3000e-004 | 2.2500e-003 | 1.7800e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4483 | 0.4483 | 1.0000e-005 | 7.0000e-005 | 0.4695 |
| Vendor | 2.7500e-003 | 0.0556 | 0.0375 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.3666 | 11.3666 | 1.6000e-004 | 1.7500e-003 | 11.8924 |
| Worker | 0.0237 | 6.5500e-003 | 0.0725 | 7.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 7.1057 | 7.1057 | 1.3500e-003 | 8.5000e-004 | 7.3931 |
| Total | 0.0266 | 0.0644 | 0.1118 | 1.8000e-004 | 7.8600e-003 | 1.8000e-004 | 8.0400e-003 | 2.1500e-003 | 1.7000e-004 | 2.3300e-003 | | 18.9206 | 18.9206 | 1.5200e-003 | 2.6700e-003 | 19.7550 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.3000e-004 | 2.2500e-003 | 1.7800e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4483 | 0.4483 | 1.0000e-005 | 7.0000e-005 | 0.4695 |
| Vendor | 2.7500e-003 | 0.0556 | 0.0375 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.3666 | 11.3666 | 1.6000e-004 | 1.7500e-003 | 11.8924 |
| Worker | 0.0237 | 6.5500e-003 | 0.0725 | 7.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 7.1057 | 7.1057 | 1.3500e-003 | 8.5000e-004 | 7.3931 |
| Total | 0.0266 | 0.0644 | 0.1118 | 1.8000e-004 | 7.8600e-003 | 1.8000e-004 | 8.0400e-003 | 2.1500e-003 | 1.7000e-004 | 2.3300e-003 | | 18.9206 | 18.9206 | 1.5200e-003 | 2.6700e-003 | 19.7550 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.3000e-004 | 2.2400e-003 | 1.7700e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4380 | 0.4380 | 1.0000e-005 | 7.0000e-005 | 0.4587 |
| Vendor | 2.7300e-003 | 0.0554 | 0.0373 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.1360 | 11.1360 | 1.6000e-004 | 1.7100e-003 | 11.6509 |
| Worker | 0.0220 | 6.1100e-003 | 0.0696 | 7.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9200e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.9071 | 6.9071 | 1.2500e-003 | 8.2000e-004 | 7.1819 |
| Total | 0.0249 | 0.0637 | 0.1086 | 1.8000e-004 | 7.8600e-003 | 1.8000e-004 | 8.0300e-003 | 2.1500e-003 | 1.7000e-004 | 2.3300e-003 | | 18.4810 | 18.4810 | 1.4200e-003 | 2.6000e-003 | 19.2915 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.3000e-004 | 2.2400e-003 | 1.7700e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4380 | 0.4380 | 1.0000e-005 | 7.0000e-005 | 0.4587 |
| Vendor | 2.7300e-003 | 0.0554 | 0.0373 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.1360 | 11.1360 | 1.6000e-004 | 1.7100e-003 | 11.6509 |
| Worker | 0.0220 | 6.1100e-003 | 0.0696 | 7.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9200e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.9071 | 6.9071 | 1.2500e-003 | 8.2000e-004 | 7.1819 |
| Total | 0.0249 | 0.0637 | 0.1086 | 1.8000e-004 | 7.8600e-003 | 1.8000e-004 | 8.0300e-003 | 2.1500e-003 | 1.7000e-004 | 2.3300e-003 | | 18.4810 | 18.4810 | 1.4200e-003 | 2.6000e-003 | 19.2915 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.1000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1414 | 0.1414 | 0.0000 | 2.0000e-005 | 0.1481 |
| 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 |
| Worker | 0.0316 | 8.7300e-003 | 0.0967 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9000e-003 | 2.0900e-003 | 1.0000e-004 | 2.1900e-003 | | 9.4743 | 9.4743 | 1.8000e-003 | 1.1300e-003 | 9.8575 |
| Total | 0.0317 | 9.4400e-003 | 0.0973 | 9.0000e-005 | 7.8100e-003 | 1.1000e-004 | 7.9200e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 9.6157 | 9.6157 | 1.8000e-003 | 1.1500e-003 | 10.0056 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.1000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1414 | 0.1414 | 0.0000 | 2.0000e-005 | 0.1481 |
| 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 |
| Worker | 0.0316 | 8.7300e-003 | 0.0967 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9000e-003 | 2.0900e-003 | 1.0000e-004 | 2.1900e-003 | | 9.4743 | 9.4743 | 1.8000e-003 | 1.1300e-003 | 9.8575 |
| Total | 0.0317 | 9.4400e-003 | 0.0973 | 9.0000e-005 | 7.8100e-003 | 1.1000e-004 | 7.9200e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 9.6157 | 9.6157 | 1.8000e-003 | 1.1500e-003 | 10.0056 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.1000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1381 | 0.1381 | 0.0000 | 2.0000e-005 | 0.1447 |
| 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 |
| Worker | 0.0293 | 8.1500e-003 | 0.0928 | 9.0000e-005 | 7.7900e-003 | 1.0000e-004 | 7.9000e-003 | 2.0900e-003 | 9.0000e-005 | 2.1900e-003 | | 9.2094 | 9.2094 | 1.6700e-003 | 1.0900e-003 | 9.5759 |
| Total | 0.0294 | 8.8600e-003 | 0.0934 | 9.0000e-005 | 7.8100e-003 | 1.0000e-004 | 7.9200e-003 | 2.0900e-003 | 9.0000e-005 | 2.2000e-003 | | 9.3476 | 9.3476 | 1.6700e-003 | 1.1100e-003 | 9.7206 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.1000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1381 | 0.1381 | 0.0000 | 2.0000e-005 | 0.1447 |
| 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 |
| Worker | 0.0293 | 8.1500e-003 | 0.0928 | 9.0000e-005 | 7.7900e-003 | 1.0000e-004 | 7.9000e-003 | 2.0900e-003 | 9.0000e-005 | 2.1900e-003 | | 9.2094 | 9.2094 | 1.6700e-003 | 1.0900e-003 | 9.5759 |
| Total | 0.0294 | 8.8600e-003 | 0.0934 | 9.0000e-005 | 7.8100e-003 | 1.0000e-004 | 7.9200e-003 | 2.0900e-003 | 9.0000e-005 | 2.2000e-003 | | 9.3476 | 9.3476 | 1.6700e-003 | 1.1100e-003 | 9.7206 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.0000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1349 | 0.1349 | 0.0000 | 2.0000e-005 | 0.1413 |
| 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 |
| Worker | 0.0271 | 7.6500e-003 | 0.0893 | 9.0000e-005 | 7.7900e-003 | 1.0000e-004 | 7.8900e-003 | 2.0900e-003 | 9.0000e-005 | 2.1800e-003 | | 8.9706 | 8.9706 | 1.5400e-003 | 1.0500e-003 | 9.3226 |
| Total | 0.0272 | 8.3500e-003 | 0.0898 | 9.0000e-005 | 7.8100e-003 | 1.0000e-004 | 7.9100e-003 | 2.0900e-003 | 9.0000e-005 | 2.1900e-003 | | 9.1055 | 9.1055 | 1.5400e-003 | 1.0700e-003 | 9.4639 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.0000e-004 | 5.6000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1349 | 0.1349 | 0.0000 | 2.0000e-005 | 0.1413 |
| 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 |
| Worker | 0.0271 | 7.6500e-003 | 0.0893 | 9.0000e-005 | 7.7900e-003 | 1.0000e-004 | 7.8900e-003 | 2.0900e-003 | 9.0000e-005 | 2.1800e-003 | | 8.9706 | 8.9706 | 1.5400e-003 | 1.0500e-003 | 9.3226 |
| Total | 0.0272 | 8.3500e-003 | 0.0898 | 9.0000e-005 | 7.8100e-003 | 1.0000e-004 | 7.9100e-003 | 2.0900e-003 | 9.0000e-005 | 2.1900e-003 | | 9.1055 | 9.1055 | 1.5400e-003 | 1.0700e-003 | 9.4639 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2035

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.2000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0216 | 0.0216 | 0.0000 | 0.0000 | 0.0226 |
| 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 |
| Worker | 0.0979 | 0.0335 | 0.4299 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5252 | 45.5252 | 5.9700e-003 | 5.2400e-003 | 47.2373 |
| Total | 0.0979 | 0.0336 | 0.4300 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5469 | 45.5469 | 5.9700e-003 | 5.2400e-003 | 47.2600 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2035

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.2000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0216 | 0.0216 | 0.0000 | 0.0000 | 0.0226 |
| 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 |
| Worker | 0.0979 | 0.0335 | 0.4299 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5252 | 45.5252 | 5.9700e-003 | 5.2400e-003 | 47.2373 |
| Total | 0.0979 | 0.0336 | 0.4300 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5469 | 45.5469 | 5.9700e-003 | 5.2400e-003 | 47.2600 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2036

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.2000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0216 | 0.0216 | 0.0000 | 0.0000 | 0.0226 |
| 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 |
| Worker | 0.0979 | 0.0335 | 0.4299 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5252 | 45.5252 | 5.9700e-003 | 5.2400e-003 | 47.2373 |
| Total | 0.0979 | 0.0336 | 0.4300 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5469 | 45.5469 | 5.9700e-003 | 5.2400e-003 | 47.2600 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2036

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.2000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0216 | 0.0216 | 0.0000 | 0.0000 | 0.0226 |
| 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 |
| Worker | 0.0979 | 0.0335 | 0.4299 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5252 | 45.5252 | 5.9700e-003 | 5.2400e-003 | 47.2373 |
| Total | 0.0979 | 0.0336 | 0.4300 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5469 | 45.5469 | 5.9700e-003 | 5.2400e-003 | 47.2600 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2037

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.2000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0216 | 0.0216 | 0.0000 | 0.0000 | 0.0226 |
| 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 |
| Worker | 0.0979 | 0.0335 | 0.4299 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5252 | 45.5252 | 5.9700e-003 | 5.2400e-003 | 47.2373 |
| Total | 0.0979 | 0.0336 | 0.4300 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5469 | 45.5469 | 5.9700e-003 | 5.2400e-003 | 47.2600 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2037

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.2000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0216 | 0.0216 | 0.0000 | 0.0000 | 0.0226 |
| 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 |
| Worker | 0.0979 | 0.0335 | 0.4299 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5252 | 45.5252 | 5.9700e-003 | 5.2400e-003 | 47.2373 |
| Total | 0.0979 | 0.0336 | 0.4300 | 4.5000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 45.5469 | 45.5469 | 5.9700e-003 | 5.2400e-003 | 47.2600 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 9.1887 | 7.0960 | 37.7913 | 0.0392 | 3.5638 | 0.0362 | 3.6000 | 0.9493 | 0.0336 | 0.9829 | | 4,025.150 2 | 4,025.150 2 | 0.5847 | 0.5380 | 4,200.092 0 |
| Unmitigated | 9.1887 | 7.0960 | 37.7913 | 0.0392 | 3.5638 | 0.0362 | 3.6000 | 0.9493 | 0.0336 | 0.9829 | | 4,025.150 2 | 4,025.150 2 | 0.5847 | 0.5380 | 4,200.092 0 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-----------------------|-------------------------|-----------------|-----------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Single Family Housing | 9,290.03 | 9,290.03 | 9,290.03 | 1,690,785 | 1,690,785 |
| Total | 9,290.03 | 9,290.03 | 9,290.03 | 1,690,785 | 1,690,785 |

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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Single Family Housing | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |

4.4 Fleet Mix

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Single Family Housing | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |
| NaturalGas Unmitigated | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| Single Family Housing | 70768.2 | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |
| Total | | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| Single Family Housing | 70.7682 | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |
| Total | | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |

6.0 Area Detail

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 38.8683 | 10.9420 | 92.9407 | 0.0680 | | 1.2954 | 1.2954 | | 1.2954 | 1.2954 | 0.0000 | 12,820.3769 | 12,820.3769 | 0.3942 | 0.2321 | 12,899.3992 |
| Unmitigated | 38.9060 | 10.9483 | 93.5848 | 0.0680 | | 1.2991 | 1.2991 | | 1.2991 | 1.2991 | 0.0000 | 12,821.8315 | 12,821.8315 | 0.3964 | 0.2321 | 12,900.9087 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 3.3542 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 31.7192 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.1605 | 9.9173 | 4.2201 | 0.0633 | | 0.8018 | 0.8018 | | 0.8018 | 0.8018 | 0.0000 | 12,660.35 29 | 12,660.35 29 | 0.2427 | 0.2321 | 12,735.58 71 |
| Landscaping | 2.6720 | 1.0310 | 89.3647 | 4.7400e-003 | | 0.4973 | 0.4973 | | 0.4973 | 0.4973 | | 161.4785 | 161.4785 | 0.1537 | | 165.3216 |
| Total | 38.9059 | 10.9483 | 93.5848 | 0.0680 | | 1.2991 | 1.2991 | | 1.2991 | 1.2991 | 0.0000 | 12,821.83 15 | 12,821.83 15 | 0.3964 | 0.2321 | 12,900.90 87 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 3.3542 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 31.7192 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.1605 | 9.9173 | 4.2201 | 0.0633 | | 0.8018 | 0.8018 | | 0.8018 | 0.8018 | 0.0000 | 12,660.35 29 | 12,660.35 29 | 0.2427 | 0.2321 | 12,735.58 71 |
| Landscaping | 2.6344 | 1.0247 | 88.7206 | 4.6900e-003 | | 0.4935 | 0.4935 | | 0.4935 | 0.4935 | | 160.0240 | 160.0240 | 0.1515 | | 163.8121 |
| Total | 38.8683 | 10.9420 | 92.9407 | 0.0680 | | 1.2954 | 1.2954 | | 1.2954 | 1.2954 | 0.0000 | 12,820.37 69 | 12,820.37 69 | 0.3942 | 0.2321 | 12,899.39 92 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential

Tulare County, Winter

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-----------------------|----------|---------------|-------------|--------------------|------------|
| City Park | 9.90 | Acre | 9.90 | 431,244.00 | 0 |
| Single Family Housing | 1,087.00 | Dwelling Unit | 207.60 | 1,956,600.00 | 3109 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2035 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Single-Family Detached Housing - Localized Unmitigated Construction and 2037 Operations (2035 operational year used, as the closest options in CalEEMod are 2035 or 2040)

Land Use - 204.5 acres of Low Density Residential (up to 1,022 units)
 Plus 65 units of low density residential in place of the 13.0 acre elementary school
 1,022+65=1,087

Construction Phase - No demolition
 Construction schedule adjusted to estimate construction of 100 low-density residential units per year on average and anticipated project buildout timeline

Off-road Equipment -

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Architectural Coating - Rule 4601 Architectural Coatings

Vehicle Trips - Project-specific trip rates

Single-Family Detached Housing ADT: 8.546/DU

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2037 operational year

| Table Name | Column Name | Default Value | New Value |
|-------------------------|------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 4,650.00 | 2,535.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.57 | 0.49 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------------|----------------------------|-------------|-------------|
| tblFleetMix | LHD1 | 0.02 | 9.0000e-004 |
| tblFleetMix | LHD2 | 5.8430e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 3.0000e-003 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MH | 2.4450e-003 | 4.0000e-003 |
| tblFleetMix | MHD | 0.01 | 7.8000e-003 |
| tblFleetMix | OBUS | 5.9100e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1480e-003 | 1.1000e-003 |
| tblFleetMix | UBUS | 4.5900e-004 | 4.4000e-003 |
| tblLandUse | LotAcreage | 352.92 | 207.60 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 6.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.40 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblOffRoadEquipment | UsageHours | 7.00 | 6.50 |
| tblOffRoadEquipment | UsageHours | 8.00 | 7.30 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 36.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblVehicleTrips | DV_TP | 11.00 | 0.00 |
| tblVehicleTrips | HO_TL | 7.50 | 0.50 |
| tblVehicleTrips | HS_TL | 7.30 | 0.50 |
| tblVehicleTrips | HW_TL | 10.80 | 0.50 |
| tblVehicleTrips | PB_TP | 3.00 | 0.00 |
| tblVehicleTrips | PR_TP | 86.00 | 100.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.4931 | 25.2455 | 18.0301 | 0.0382 | 19.6641 | 1.0869 | 20.7510 | 10.1043 | 1.0000 | 11.1043 | 0.0000 | 3,697.5170 | 3,697.5170 | 1.1955 | 1.2400e-003 | 3,727.7755 |
| 2027 | 7.0695 | 62.5605 | 76.1179 | 0.1422 | 19.9863 | 2.5255 | 22.4677 | 10.1932 | 2.3436 | 12.4961 | 0.0000 | 13,722.9090 | 13,722.9090 | 3.8433 | 0.1234 | 13,855.7678 |
| 2028 | 7.0197 | 62.5292 | 75.9597 | 0.1420 | 9.5336 | 2.5253 | 12.0589 | 3.7447 | 2.3433 | 6.0880 | 0.0000 | 13,704.3804 | 13,704.3804 | 3.8376 | 0.1201 | 13,836.1230 |
| 2029 | 6.0429 | 53.8501 | 61.1099 | 0.1189 | 9.5258 | 2.1064 | 11.6321 | 3.7425 | 1.9579 | 5.7004 | 0.0000 | 11,462.3602 | 11,462.3602 | 3.1172 | 0.1145 | 11,574.4017 |
| 2030 | 2.9814 | 17.5647 | 34.6884 | 0.0639 | 0.3144 | 0.2794 | 0.5938 | 0.0867 | 0.2790 | 0.3657 | 0.0000 | 6,058.0258 | 6,058.0258 | 0.2756 | 0.1107 | 6,097.9071 |
| 2031 | 2.9441 | 17.5463 | 34.5879 | 0.0638 | 0.3144 | 0.2792 | 0.5936 | 0.0867 | 0.2788 | 0.3655 | 0.0000 | 6,044.4692 | 6,044.4692 | 0.2718 | 0.1085 | 6,083.5916 |
| 2032 | 2.9122 | 17.5324 | 34.5027 | 0.0637 | 0.3144 | 0.2791 | 0.5934 | 0.0867 | 0.2787 | 0.3653 | 0.0000 | 6,032.5785 | 6,032.5785 | 0.2685 | 0.1066 | 6,071.0578 |
| 2033 | 2.8835 | 17.5236 | 34.4300 | 0.0636 | 0.3144 | 0.2789 | 0.5933 | 0.0867 | 0.2785 | 0.3652 | 0.0000 | 6,022.4019 | 6,022.4019 | 0.2655 | 0.1050 | 6,060.3434 |
| 2034 | 2.8579 | 17.5168 | 34.3658 | 0.0635 | 0.3144 | 0.2787 | 0.5931 | 0.0867 | 0.2784 | 0.3650 | 0.0000 | 6,013.4259 | 6,013.4259 | 0.2629 | 0.1037 | 6,050.9077 |
| 2035 | 39.9478 | 16.8904 | 36.5888 | 0.0668 | 0.3588 | 0.1829 | 0.5418 | 0.0986 | 0.1826 | 0.2811 | 0.0000 | 6,328.7790 | 6,328.7790 | 0.2637 | 0.1085 | 6,367.6948 |
| 2036 | 39.9478 | 16.8904 | 36.5888 | 0.0668 | 0.3588 | 0.1829 | 0.5418 | 0.0986 | 0.1826 | 0.2811 | 0.0000 | 6,328.7790 | 6,328.7790 | 0.2637 | 0.1085 | 6,367.6948 |
| 2037 | 37.2814 | 0.7971 | 2.3516 | 3.3800e-003 | 0.0444 | 0.0103 | 0.0547 | 0.0119 | 0.0103 | 0.0222 | 0.0000 | 323.2711 | 323.2711 | 0.0184 | 5.8500e-003 | 325.4760 |
| Maximum | 39.9478 | 62.5605 | 76.1179 | 0.1422 | 19.9863 | 2.5255 | 22.4677 | 10.1932 | 2.3436 | 12.4961 | 0.0000 | 13,722.9090 | 13,722.9090 | 3.8433 | 0.1234 | 13,855.7678 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

| | 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 |
|----------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.4931 | 25.2455 | 18.0301 | 0.0382 | 8.8527 | 1.0869 | 9.9396 | 4.5480 | 1.0000 | 5.5479 | 0.0000 | 3,697.5170 | 3,697.5170 | 1.1955 | 1.2400e-003 | 3,727.7755 |
| 2027 | 7.0695 | 62.5605 | 76.1179 | 0.1422 | 9.1749 | 2.5255 | 11.6563 | 4.6368 | 2.3436 | 6.9398 | 0.0000 | 13,722.9090 | 13,722.9090 | 3.8433 | 0.1234 | 13,855.7678 |
| 2028 | 7.0197 | 62.5292 | 75.9597 | 0.1420 | 4.4717 | 2.5253 | 6.9969 | 1.7351 | 2.3433 | 4.0784 | 0.0000 | 13,704.3804 | 13,704.3804 | 3.8376 | 0.1201 | 13,836.1230 |
| 2029 | 6.0429 | 53.8501 | 61.1099 | 0.1189 | 4.4638 | 2.1064 | 6.5701 | 1.7329 | 1.9579 | 3.6909 | 0.0000 | 11,462.3602 | 11,462.3602 | 3.1172 | 0.1145 | 11,574.4017 |
| 2030 | 2.9814 | 17.5647 | 34.6884 | 0.0639 | 0.3144 | 0.2794 | 0.5938 | 0.0867 | 0.2790 | 0.3657 | 0.0000 | 6,058.0258 | 6,058.0258 | 0.2756 | 0.1107 | 6,097.9071 |
| 2031 | 2.9441 | 17.5463 | 34.5879 | 0.0638 | 0.3144 | 0.2792 | 0.5936 | 0.0867 | 0.2788 | 0.3655 | 0.0000 | 6,044.4692 | 6,044.4692 | 0.2718 | 0.1085 | 6,083.5916 |
| 2032 | 2.9122 | 17.5324 | 34.5027 | 0.0637 | 0.3144 | 0.2791 | 0.5934 | 0.0867 | 0.2787 | 0.3653 | 0.0000 | 6,032.5785 | 6,032.5785 | 0.2685 | 0.1066 | 6,071.0578 |
| 2033 | 2.8835 | 17.5236 | 34.4300 | 0.0636 | 0.3144 | 0.2789 | 0.5933 | 0.0867 | 0.2785 | 0.3652 | 0.0000 | 6,022.4019 | 6,022.4019 | 0.2655 | 0.1050 | 6,060.3434 |
| 2034 | 2.8579 | 17.5168 | 34.3658 | 0.0635 | 0.3144 | 0.2787 | 0.5931 | 0.0867 | 0.2784 | 0.3650 | 0.0000 | 6,013.4259 | 6,013.4259 | 0.2629 | 0.1037 | 6,050.9077 |
| 2035 | 39.9478 | 16.8904 | 36.5888 | 0.0668 | 0.3588 | 0.1829 | 0.5418 | 0.0986 | 0.1826 | 0.2811 | 0.0000 | 6,328.7790 | 6,328.7790 | 0.2637 | 0.1085 | 6,367.6948 |
| 2036 | 39.9478 | 16.8904 | 36.5888 | 0.0668 | 0.3588 | 0.1829 | 0.5418 | 0.0986 | 0.1826 | 0.2811 | 0.0000 | 6,328.7790 | 6,328.7790 | 0.2637 | 0.1085 | 6,367.6948 |
| 2037 | 37.2814 | 0.7971 | 2.3516 | 3.3800e-003 | 0.0444 | 0.0103 | 0.0547 | 0.0119 | 0.0103 | 0.0222 | 0.0000 | 323.2711 | 323.2711 | 0.0184 | 5.8500e-003 | 325.4760 |
| Maximum | 39.9478 | 62.5605 | 76.1179 | 0.1422 | 9.1749 | 2.5255 | 11.6563 | 4.6368 | 2.3436 | 6.9398 | 0.0000 | 13,722.9090 | 13,722.9090 | 3.8433 | 0.1234 | 13,855.7678 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 52.01 | 0.00 | 44.70 | 53.23 | 0.00 | 40.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 38.9060 | 10.9483 | 93.5848 | 0.0680 | | 1.2991 | 1.2991 | | 1.2991 | 1.2991 | 0.0000 | 12,821.83 15 | 12,821.83 15 | 0.3964 | 0.2321 | 12,900.90 87 |
| Energy | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.673 7 | 8,325.673 7 | 0.1596 | 0.1526 | 8,375.149 0 |
| Mobile | 5.9950 | 7.8990 | 48.4953 | 0.0369 | 3.5638 | 0.0365 | 3.6003 | 0.9493 | 0.0339 | 0.9832 | | 3,799.578 8 | 3,799.578 8 | 0.7492 | 0.5880 | 3,993.546 8 |
| Total | 45.6641 | 25.3690 | 144.8553 | 0.1466 | 3.5638 | 1.8629 | 5.4267 | 0.9493 | 1.8603 | 2.8096 | 0.0000 | 24,947.08 40 | 24,947.08 40 | 1.3052 | 0.9728 | 25,269.60 45 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 38.8683 | 10.9420 | 92.9407 | 0.0680 | | 1.2954 | 1.2954 | | 1.2954 | 1.2954 | 0.0000 | 12,820.37 69 | 12,820.37 69 | 0.3942 | 0.2321 | 12,899.39 92 |
| Energy | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.673 7 | 8,325.673 7 | 0.1596 | 0.1526 | 8,375.149 0 |
| Mobile | 5.9950 | 7.8990 | 48.4953 | 0.0369 | 3.5638 | 0.0365 | 3.6003 | 0.9493 | 0.0339 | 0.9832 | | 3,799.578 8 | 3,799.578 8 | 0.7492 | 0.5880 | 3,993.546 8 |
| Total | 45.6265 | 25.3627 | 144.2112 | 0.1466 | 3.5638 | 1.8591 | 5.4229 | 0.9493 | 1.8565 | 2.8058 | 0.0000 | 24,945.62 95 | 24,945.62 95 | 1.3030 | 0.9728 | 25,268.09 50 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 0.08 | 0.02 | 0.44 | 0.03 | 0.00 | 0.20 | 0.07 | 0.00 | 0.20 | 0.13 | 0.00 | 0.01 | 0.01 | 0.17 | 0.00 | 0.01 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 10/1/2026 | 6/9/2027 | 5 | 180 | |
| 2 | Building Construction | Building Construction | 1/1/2027 | 9/18/2036 | 5 | 2535 | |
| 3 | Paving | Paving | 1/1/2027 | 4/6/2028 | 5 | 330 | |
| 4 | Grading | Grading | 6/10/2027 | 3/21/2029 | 5 | 465 | |
| 5 | Architectural Coating | Architectural Coating | 11/25/2035 | 3/1/2037 | 5 | 330 | |

Acres of Grading (Site Preparation Phase): 270

Acres of Grading (Grading Phase): 1395

Acres of Paving: 0

Residential Indoor: 3,962,115; Residential Outdoor: 1,320,705; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 2 | 6.40 | 231 | 0.29 |
| Building Construction | Forklifts | 6 | 7.30 | 89 | 0.20 |
| Building Construction | Generator Sets | 2 | 7.30 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 6.50 | 97 | 0.37 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Building Construction | Welders | 2 | 7.30 | 46 | 0.45 |
| 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 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 18 | 572.00 | 187.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 36.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 114.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.0000e-005 | 1.7500e-003 | 1.3100e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3332 | 0.3332 | 0.0000 | 5.0000e-005 | 0.3489 |
| 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 |
| Worker | 0.0203 | 9.9100e-003 | 0.1170 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.0801 | 8.0801 | 2.3700e-003 | 1.1900e-003 | 8.4946 |
| Total | 0.0204 | 0.0117 | 0.1183 | 8.0000e-005 | 7.0500e-003 | 1.0000e-004 | 7.1600e-003 | 1.8900e-003 | 9.0000e-005 | 1.9900e-003 | | 8.4133 | 8.4133 | 2.3700e-003 | 1.2400e-003 | 8.8435 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.0000e-005 | 1.7500e-003 | 1.3100e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3332 | 0.3332 | 0.0000 | 5.0000e-005 | 0.3489 |
| 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 |
| Worker | 0.0203 | 9.9100e-003 | 0.1170 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.0801 | 8.0801 | 2.3700e-003 | 1.1900e-003 | 8.4946 |
| Total | 0.0204 | 0.0117 | 0.1183 | 8.0000e-005 | 7.0500e-003 | 1.0000e-004 | 7.1600e-003 | 1.8900e-003 | 9.0000e-005 | 1.9900e-003 | | 8.4133 | 8.4133 | 2.3700e-003 | 1.2400e-003 | 8.8435 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.0000e-005 | 1.7400e-003 | 1.3100e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3255 | 0.3255 | 0.0000 | 5.0000e-005 | 0.3408 |
| 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 |
| Worker | 0.0186 | 9.2000e-003 | 0.1120 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1100e-003 | 1.8800e-003 | 9.0000e-005 | 1.9700e-003 | | 7.8368 | 7.8368 | 2.1800e-003 | 1.1400e-003 | 8.2310 |
| Total | 0.0187 | 0.0109 | 0.1133 | 8.0000e-005 | 7.0500e-003 | 1.0000e-004 | 7.1500e-003 | 1.8900e-003 | 9.0000e-005 | 1.9800e-003 | | 8.1623 | 8.1623 | 2.1800e-003 | 1.1900e-003 | 8.5718 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.0000e-005 | 1.7400e-003 | 1.3100e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3255 | 0.3255 | 0.0000 | 5.0000e-005 | 0.3408 |
| 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 |
| Worker | 0.0186 | 9.2000e-003 | 0.1120 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1100e-003 | 1.8800e-003 | 9.0000e-005 | 1.9700e-003 | | 7.8368 | 7.8368 | 2.1800e-003 | 1.1400e-003 | 8.2310 |
| Total | 0.0187 | 0.0109 | 0.1133 | 8.0000e-005 | 7.0500e-003 | 1.0000e-004 | 7.1500e-003 | 1.8900e-003 | 9.0000e-005 | 1.9800e-003 | | 8.1623 | 8.1623 | 2.1800e-003 | 1.1900e-003 | 8.5718 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.1000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0198 | 0.0198 | 0.0000 | 0.0000 | 0.0207 |
| Vendor | 0.1142 | 2.7833 | 1.8424 | 5.0900e-003 | 0.0914 | 4.9500e-003 | 0.0964 | 0.0268 | 4.7300e-003 | 0.0316 | | 538.6675 | 538.6675 | 7.1600e-003 | 0.0831 | 563.6096 |
| Worker | 0.5925 | 0.2922 | 3.5586 | 2.4600e-003 | 0.2229 | 3.0800e-003 | 0.2260 | 0.0598 | 2.8300e-003 | 0.0627 | | 249.0361 | 249.0361 | 0.0693 | 0.0362 | 261.5625 |
| Total | 0.7066 | 3.0757 | 5.4012 | 7.5500e-003 | 0.3144 | 8.0300e-003 | 0.3224 | 0.0867 | 7.5600e-003 | 0.0942 | | 787.7234 | 787.7234 | 0.0764 | 0.1193 | 825.1928 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.1000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0198 | 0.0198 | 0.0000 | 0.0000 | 0.0207 |
| Vendor | 0.1142 | 2.7833 | 1.8424 | 5.0900e-003 | 0.0914 | 4.9500e-003 | 0.0964 | 0.0268 | 4.7300e-003 | 0.0316 | | 538.6675 | 538.6675 | 7.1600e-003 | 0.0831 | 563.6096 |
| Worker | 0.5925 | 0.2922 | 3.5586 | 2.4600e-003 | 0.2229 | 3.0800e-003 | 0.2260 | 0.0598 | 2.8300e-003 | 0.0627 | | 249.0361 | 249.0361 | 0.0693 | 0.0362 | 261.5625 |
| Total | 0.7066 | 3.0757 | 5.4012 | 7.5500e-003 | 0.3144 | 8.0300e-003 | 0.3224 | 0.0867 | 7.5600e-003 | 0.0942 | | 787.7234 | 787.7234 | 0.0764 | 0.1193 | 825.1928 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.1000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0194 | 0.0194 | 0.0000 | 0.0000 | 0.0203 |
| Vendor | 0.1132 | 2.7729 | 1.8299 | 4.9900e-003 | 0.0915 | 4.9000e-003 | 0.0964 | 0.0268 | 4.6900e-003 | 0.0315 | | 527.7820 | 527.7820 | 7.0900e-003 | 0.0814 | 552.2113 |
| Worker | 0.5465 | 0.2728 | 3.4216 | 2.3900e-003 | 0.2229 | 2.9000e-003 | 0.2258 | 0.0598 | 2.6700e-003 | 0.0625 | | 242.0666 | 242.0666 | 0.0640 | 0.0348 | 254.0353 |
| Total | 0.6596 | 3.0458 | 5.2516 | 7.3800e-003 | 0.3144 | 7.8000e-003 | 0.3222 | 0.0867 | 7.3600e-003 | 0.0940 | | 769.8679 | 769.8679 | 0.0711 | 0.1162 | 806.2669 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.1000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0194 | 0.0194 | 0.0000 | 0.0000 | 0.0203 |
| Vendor | 0.1132 | 2.7729 | 1.8299 | 4.9900e-003 | 0.0915 | 4.9000e-003 | 0.0964 | 0.0268 | 4.6900e-003 | 0.0315 | | 527.7820 | 527.7820 | 7.0900e-003 | 0.0814 | 552.2113 |
| Worker | 0.5465 | 0.2728 | 3.4216 | 2.3900e-003 | 0.2229 | 2.9000e-003 | 0.2258 | 0.0598 | 2.6700e-003 | 0.0625 | | 242.0666 | 242.0666 | 0.0640 | 0.0348 | 254.0353 |
| Total | 0.6596 | 3.0458 | 5.2516 | 7.3800e-003 | 0.3144 | 7.8000e-003 | 0.3222 | 0.0867 | 7.3600e-003 | 0.0940 | | 769.8679 | 769.8679 | 0.0711 | 0.1162 | 806.2669 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0189 | 0.0189 | 0.0000 | 0.0000 | 0.0198 |
| Vendor | 0.1123 | 2.7617 | 1.8191 | 4.8900e-003 | 0.0915 | 4.8600e-003 | 0.0963 | 0.0268 | 4.6400e-003 | 0.0315 | | 517.1115 | 517.1115 | 7.0300e-003 | 0.0797 | 541.0394 |
| Worker | 0.5041 | 0.2560 | 3.2958 | 2.3300e-003 | 0.2229 | 2.7200e-003 | 0.2256 | 0.0598 | 2.5000e-003 | 0.0623 | | 235.7693 | 235.7693 | 0.0593 | 0.0336 | 247.2555 |
| Total | 0.6163 | 3.0178 | 5.1149 | 7.2200e-003 | 0.3144 | 7.5800e-003 | 0.3219 | 0.0867 | 7.1400e-003 | 0.0938 | | 752.8997 | 752.8997 | 0.0664 | 0.1133 | 788.3146 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |
| Total | 2.5076 | 22.8797 | 29.5481 | 0.0495 | | 0.9678 | 0.9678 | | 0.9103 | 0.9103 | 0.0000 | 4,692.7980 | 4,692.7980 | 1.1055 | | 4,720.4365 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0189 | 0.0189 | 0.0000 | 0.0000 | 0.0198 |
| Vendor | 0.1123 | 2.7617 | 1.8191 | 4.8900e-003 | 0.0915 | 4.8600e-003 | 0.0963 | 0.0268 | 4.6400e-003 | 0.0315 | | 517.1115 | 517.1115 | 7.0300e-003 | 0.0797 | 541.0394 |
| Worker | 0.5041 | 0.2560 | 3.2958 | 2.3300e-003 | 0.2229 | 2.7200e-003 | 0.2256 | 0.0598 | 2.5000e-003 | 0.0623 | | 235.7693 | 235.7693 | 0.0593 | 0.0336 | 247.2555 |
| Total | 0.6163 | 3.0178 | 5.1149 | 7.2200e-003 | 0.3144 | 7.5800e-003 | 0.3219 | 0.0867 | 7.1400e-003 | 0.0938 | | 752.8997 | 752.8997 | 0.0664 | 0.1133 | 788.3146 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2030

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0185 | 0.0185 | 0.0000 | 0.0000 | 0.0194 |
| Vendor | 0.1116 | 2.7530 | 1.8109 | 4.8000e-003 | 0.0915 | 4.8200e-003 | 0.0963 | 0.0268 | 4.6100e-003 | 0.0314 | | 507.4183 | 507.4183 | 6.9800e-003 | 0.0782 | 530.8924 |
| Worker | 0.4653 | 0.2414 | 3.1889 | 2.2800e-003 | 0.2229 | 2.5600e-003 | 0.2255 | 0.0598 | 2.3500e-003 | 0.0622 | | 230.1159 | 230.1159 | 0.0551 | 0.0325 | 241.1847 |
| Total | 0.5769 | 2.9945 | 4.9998 | 7.0800e-003 | 0.3144 | 7.3800e-003 | 0.3218 | 0.0867 | 6.9600e-003 | 0.0936 | | 737.5526 | 737.5526 | 0.0621 | 0.1107 | 772.0964 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2030

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0185 | 0.0185 | 0.0000 | 0.0000 | 0.0194 |
| Vendor | 0.1116 | 2.7530 | 1.8109 | 4.8000e-003 | 0.0915 | 4.8200e-003 | 0.0963 | 0.0268 | 4.6100e-003 | 0.0314 | | 507.4183 | 507.4183 | 6.9800e-003 | 0.0782 | 530.8924 |
| Worker | 0.4653 | 0.2414 | 3.1889 | 2.2800e-003 | 0.2229 | 2.5600e-003 | 0.2255 | 0.0598 | 2.3500e-003 | 0.0622 | | 230.1159 | 230.1159 | 0.0551 | 0.0325 | 241.1847 |
| Total | 0.5769 | 2.9945 | 4.9998 | 7.0800e-003 | 0.3144 | 7.3800e-003 | 0.3218 | 0.0867 | 6.9600e-003 | 0.0936 | | 737.5526 | 737.5526 | 0.0621 | 0.1107 | 772.0964 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2031

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0181 | 0.0181 | 0.0000 | 0.0000 | 0.0190 |
| Vendor | 0.1112 | 2.7475 | 1.8072 | 4.7200e-003 | 0.0915 | 4.7800e-003 | 0.0962 | 0.0268 | 4.5800e-003 | 0.0314 | | 498.9453 | 498.9453 | 6.9600e-003 | 0.0769 | 522.0258 |
| Worker | 0.4284 | 0.2285 | 3.0920 | 2.2300e-003 | 0.2229 | 2.3900e-003 | 0.2253 | 0.0598 | 2.2000e-003 | 0.0620 | | 225.0326 | 225.0326 | 0.0513 | 0.0316 | 235.7361 |
| Total | 0.5396 | 2.9762 | 4.8993 | 6.9500e-003 | 0.3144 | 7.1700e-003 | 0.3215 | 0.0867 | 6.7800e-003 | 0.0934 | | 723.9961 | 723.9961 | 0.0583 | 0.1085 | 757.7809 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2031

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0181 | 0.0181 | 0.0000 | 0.0000 | 0.0190 |
| Vendor | 0.1112 | 2.7475 | 1.8072 | 4.7200e-003 | 0.0915 | 4.7800e-003 | 0.0962 | 0.0268 | 4.5800e-003 | 0.0314 | | 498.9453 | 498.9453 | 6.9600e-003 | 0.0769 | 522.0258 |
| Worker | 0.4284 | 0.2285 | 3.0920 | 2.2300e-003 | 0.2229 | 2.3900e-003 | 0.2253 | 0.0598 | 2.2000e-003 | 0.0620 | | 225.0326 | 225.0326 | 0.0513 | 0.0316 | 235.7361 |
| Total | 0.5396 | 2.9762 | 4.8993 | 6.9500e-003 | 0.3144 | 7.1700e-003 | 0.3215 | 0.0867 | 6.7800e-003 | 0.0934 | | 723.9961 | 723.9961 | 0.0583 | 0.1085 | 757.7809 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2032

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0178 | 0.0178 | 0.0000 | 0.0000 | 0.0187 |
| Vendor | 0.1111 | 2.7440 | 1.8079 | 4.6500e-003 | 0.0915 | 4.7500e-003 | 0.0962 | 0.0268 | 4.5500e-003 | 0.0314 | | 491.5792 | 491.5792 | 6.9600e-003 | 0.0757 | 514.3203 |
| Worker | 0.3966 | 0.2181 | 3.0061 | 2.1800e-003 | 0.2229 | 2.2400e-003 | 0.2252 | 0.0598 | 2.0600e-003 | 0.0619 | | 220.5083 | 220.5083 | 0.0480 | 0.0309 | 230.9081 |
| Total | 0.5077 | 2.9622 | 4.8141 | 6.8300e-003 | 0.3144 | 6.9900e-003 | 0.3214 | 0.0867 | 6.6100e-003 | 0.0933 | | 712.1053 | 712.1053 | 0.0550 | 0.1066 | 745.2471 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2032

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0178 | 0.0178 | 0.0000 | 0.0000 | 0.0187 |
| Vendor | 0.1111 | 2.7440 | 1.8079 | 4.6500e-003 | 0.0915 | 4.7500e-003 | 0.0962 | 0.0268 | 4.5500e-003 | 0.0314 | | 491.5792 | 491.5792 | 6.9600e-003 | 0.0757 | 514.3203 |
| Worker | 0.3966 | 0.2181 | 3.0061 | 2.1800e-003 | 0.2229 | 2.2400e-003 | 0.2252 | 0.0598 | 2.0600e-003 | 0.0619 | | 220.5083 | 220.5083 | 0.0480 | 0.0309 | 230.9081 |
| Total | 0.5077 | 2.9622 | 4.8141 | 6.8300e-003 | 0.3144 | 6.9900e-003 | 0.3214 | 0.0867 | 6.6100e-003 | 0.0933 | | 712.1053 | 712.1053 | 0.0550 | 0.1066 | 745.2471 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0176 | 0.0176 | 0.0000 | 0.0000 | 0.0184 |
| Vendor | 0.1113 | 2.7440 | 1.8126 | 4.5900e-003 | 0.0915 | 4.7300e-003 | 0.0962 | 0.0268 | 4.5300e-003 | 0.0313 | | 485.4414 | 485.4414 | 6.9800e-003 | 0.0748 | 507.9023 |
| Worker | 0.3677 | 0.2092 | 2.9287 | 2.1400e-003 | 0.2229 | 2.1000e-003 | 0.2250 | 0.0598 | 1.9400e-003 | 0.0618 | | 216.4698 | 216.4698 | 0.0451 | 0.0303 | 226.6119 |
| Total | 0.4790 | 2.9534 | 4.7414 | 6.7300e-003 | 0.3144 | 6.8300e-003 | 0.3212 | 0.0867 | 6.4700e-003 | 0.0931 | | 701.9288 | 701.9288 | 0.0520 | 0.1050 | 734.5327 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2033

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0176 | 0.0176 | 0.0000 | 0.0000 | 0.0184 |
| Vendor | 0.1113 | 2.7440 | 1.8126 | 4.5900e-003 | 0.0915 | 4.7300e-003 | 0.0962 | 0.0268 | 4.5300e-003 | 0.0313 | | 485.4414 | 485.4414 | 6.9800e-003 | 0.0748 | 507.9023 |
| Worker | 0.3677 | 0.2092 | 2.9287 | 2.1400e-003 | 0.2229 | 2.1000e-003 | 0.2250 | 0.0598 | 1.9400e-003 | 0.0618 | | 216.4698 | 216.4698 | 0.0451 | 0.0303 | 226.6119 |
| Total | 0.4790 | 2.9534 | 4.7414 | 6.7300e-003 | 0.3144 | 6.8300e-003 | 0.3212 | 0.0867 | 6.4700e-003 | 0.0931 | | 701.9288 | 701.9288 | 0.0520 | 0.1050 | 734.5327 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2034

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0174 | 0.0174 | 0.0000 | 0.0000 | 0.0182 |
| Vendor | 0.1115 | 2.7444 | 1.8185 | 4.5400e-003 | 0.0915 | 4.7100e-003 | 0.0962 | 0.0268 | 4.5000e-003 | 0.0313 | | 480.0498 | 480.0498 | 7.0100e-003 | 0.0740 | 502.2658 |
| Worker | 0.3418 | 0.2021 | 2.8586 | 2.1100e-003 | 0.2229 | 1.9700e-003 | 0.2249 | 0.0598 | 1.8100e-003 | 0.0617 | | 212.8856 | 212.8856 | 0.0424 | 0.0298 | 222.8129 |
| Total | 0.4534 | 2.9466 | 4.6772 | 6.6500e-003 | 0.3144 | 6.6800e-003 | 0.3211 | 0.0867 | 6.3100e-003 | 0.0930 | | 692.9528 | 692.9528 | 0.0494 | 0.1037 | 725.0970 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2034

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |
| Total | 2.4045 | 14.5702 | 29.6886 | 0.0568 | | 0.2721 | 0.2721 | | 0.2721 | 0.2721 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.2135 | | 5,325.810 7 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0174 | 0.0174 | 0.0000 | 0.0000 | 0.0182 |
| Vendor | 0.1115 | 2.7444 | 1.8185 | 4.5400e-003 | 0.0915 | 4.7100e-003 | 0.0962 | 0.0268 | 4.5000e-003 | 0.0313 | | 480.0498 | 480.0498 | 7.0100e-003 | 0.0740 | 502.2658 |
| Worker | 0.3418 | 0.2021 | 2.8586 | 2.1100e-003 | 0.2229 | 1.9700e-003 | 0.2249 | 0.0598 | 1.8100e-003 | 0.0617 | | 212.8856 | 212.8856 | 0.0424 | 0.0298 | 222.8129 |
| Total | 0.4534 | 2.9466 | 4.6772 | 6.6500e-003 | 0.3144 | 6.6800e-003 | 0.3211 | 0.0867 | 6.3100e-003 | 0.0930 | | 692.9528 | 692.9528 | 0.0494 | 0.1037 | 725.0970 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2035

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |
| Total | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0172 | 0.0172 | 0.0000 | 0.0000 | 0.0180 |
| Vendor | 0.1118 | 2.7443 | 1.8242 | 4.4900e-003 | 0.0915 | 4.6800e-003 | 0.0961 | 0.0268 | 4.4700e-003 | 0.0313 | | 475.2794 | 475.2794 | 7.0300e-003 | 0.0732 | 497.2796 |
| Worker | 0.3194 | 0.1966 | 2.7960 | 2.0800e-003 | 0.2229 | 1.8500e-003 | 0.2248 | 0.0598 | 1.7100e-003 | 0.0615 | | 209.7383 | 209.7383 | 0.0401 | 0.0294 | 219.4919 |
| Total | 0.4312 | 2.9410 | 4.6202 | 6.5700e-003 | 0.3144 | 6.5300e-003 | 0.3209 | 0.0867 | 6.1800e-003 | 0.0928 | | 685.0348 | 685.0348 | 0.0471 | 0.1026 | 716.7894 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2035

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |
| Total | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0172 | 0.0172 | 0.0000 | 0.0000 | 0.0180 |
| Vendor | 0.1118 | 2.7443 | 1.8242 | 4.4900e-003 | 0.0915 | 4.6800e-003 | 0.0961 | 0.0268 | 4.4700e-003 | 0.0313 | | 475.2794 | 475.2794 | 7.0300e-003 | 0.0732 | 497.2796 |
| Worker | 0.3194 | 0.1966 | 2.7960 | 2.0800e-003 | 0.2229 | 1.8500e-003 | 0.2248 | 0.0598 | 1.7100e-003 | 0.0615 | | 209.7383 | 209.7383 | 0.0401 | 0.0294 | 219.4919 |
| Total | 0.4312 | 2.9410 | 4.6202 | 6.5700e-003 | 0.3144 | 6.5300e-003 | 0.3209 | 0.0867 | 6.1800e-003 | 0.0928 | | 685.0348 | 685.0348 | 0.0471 | 0.1026 | 716.7894 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2036

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |
| Total | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0172 | 0.0172 | 0.0000 | 0.0000 | 0.0180 |
| Vendor | 0.1118 | 2.7443 | 1.8242 | 4.4900e-003 | 0.0915 | 4.6800e-003 | 0.0961 | 0.0268 | 4.4700e-003 | 0.0313 | | 475.2794 | 475.2794 | 7.0300e-003 | 0.0732 | 497.2796 |
| Worker | 0.3194 | 0.1966 | 2.7960 | 2.0800e-003 | 0.2229 | 1.8500e-003 | 0.2248 | 0.0598 | 1.7100e-003 | 0.0615 | | 209.7383 | 209.7383 | 0.0401 | 0.0294 | 219.4919 |
| Total | 0.4312 | 2.9410 | 4.6202 | 6.5700e-003 | 0.3144 | 6.5300e-003 | 0.3209 | 0.0867 | 6.1800e-003 | 0.0928 | | 685.0348 | 685.0348 | 0.0471 | 0.1026 | 716.7894 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2036

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |
| Total | 2.2352 | 13.1524 | 29.6169 | 0.0568 | | 0.1661 | 0.1661 | | 0.1661 | 0.1661 | 0.0000 | 5,320.473 2 | 5,320.473 2 | 0.1983 | | 5,325.429 4 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 1.0000e-004 | 8.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0172 | 0.0172 | 0.0000 | 0.0000 | 0.0180 |
| Vendor | 0.1118 | 2.7443 | 1.8242 | 4.4900e-003 | 0.0915 | 4.6800e-003 | 0.0961 | 0.0268 | 4.4700e-003 | 0.0313 | | 475.2794 | 475.2794 | 7.0300e-003 | 0.0732 | 497.2796 |
| Worker | 0.3194 | 0.1966 | 2.7960 | 2.0800e-003 | 0.2229 | 1.8500e-003 | 0.2248 | 0.0598 | 1.7100e-003 | 0.0615 | | 209.7383 | 209.7383 | 0.0401 | 0.0294 | 219.4919 |
| Total | 0.4312 | 2.9410 | 4.6202 | 6.5700e-003 | 0.3144 | 6.5300e-003 | 0.3209 | 0.0867 | 6.1800e-003 | 0.0928 | | 685.0348 | 685.0348 | 0.0471 | 0.1026 | 716.7894 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.4400e-003 | 1.8400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4565 | 0.4565 | 1.0000e-005 | 7.0000e-005 | 0.4780 |
| Vendor | 2.4400e-003 | 0.0595 | 0.0394 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.5223 | 11.5223 | 1.5000e-004 | 1.7800e-003 | 12.0558 |
| Worker | 0.0155 | 7.6600e-003 | 0.0933 | 6.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.5307 | 6.5307 | 1.8200e-003 | 9.5000e-004 | 6.8592 |
| Total | 0.0181 | 0.0696 | 0.1346 | 1.7000e-004 | 7.8600e-003 | 1.9000e-004 | 8.0400e-003 | 2.1500e-003 | 1.7000e-004 | 2.3300e-003 | | 18.5095 | 18.5095 | 1.9800e-003 | 2.8000e-003 | 19.3930 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.4400e-003 | 1.8400e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4565 | 0.4565 | 1.0000e-005 | 7.0000e-005 | 0.4780 |
| Vendor | 2.4400e-003 | 0.0595 | 0.0394 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.5223 | 11.5223 | 1.5000e-004 | 1.7800e-003 | 12.0558 |
| Worker | 0.0155 | 7.6600e-003 | 0.0933 | 6.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.5307 | 6.5307 | 1.8200e-003 | 9.5000e-004 | 6.8592 |
| Total | 0.0181 | 0.0696 | 0.1346 | 1.7000e-004 | 7.8600e-003 | 1.9000e-004 | 8.0400e-003 | 2.1500e-003 | 1.7000e-004 | 2.3300e-003 | | 18.5095 | 18.5095 | 1.9800e-003 | 2.8000e-003 | 19.3930 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.4300e-003 | 1.8300e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4460 | 0.4460 | 1.0000e-005 | 7.0000e-005 | 0.4670 |
| Vendor | 2.4200e-003 | 0.0593 | 0.0391 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.2895 | 11.2895 | 1.5000e-004 | 1.7400e-003 | 11.8120 |
| Worker | 0.0143 | 7.1500e-003 | 0.0897 | 6.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9200e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.3479 | 6.3479 | 1.6800e-003 | 9.1000e-004 | 6.6618 |
| Total | 0.0169 | 0.0689 | 0.1307 | 1.7000e-004 | 7.8600e-003 | 1.8000e-004 | 8.0300e-003 | 2.1500e-003 | 1.7000e-004 | 2.3300e-003 | | 18.0833 | 18.0833 | 1.8400e-003 | 2.7200e-003 | 18.9408 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1000e-004 | 2.4300e-003 | 1.8300e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4460 | 0.4460 | 1.0000e-005 | 7.0000e-005 | 0.4670 |
| Vendor | 2.4200e-003 | 0.0593 | 0.0391 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.2895 | 11.2895 | 1.5000e-004 | 1.7400e-003 | 11.8120 |
| Worker | 0.0143 | 7.1500e-003 | 0.0897 | 6.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9200e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.3479 | 6.3479 | 1.6800e-003 | 9.1000e-004 | 6.6618 |
| Total | 0.0169 | 0.0689 | 0.1307 | 1.7000e-004 | 7.8600e-003 | 1.8000e-004 | 8.0300e-003 | 2.1500e-003 | 1.7000e-004 | 2.3300e-003 | | 18.0833 | 18.0833 | 1.8400e-003 | 2.7200e-003 | 18.9408 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.7000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1440 | 0.1440 | 0.0000 | 2.0000e-005 | 0.1508 |
| 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 |
| Worker | 0.0207 | 0.0102 | 0.1244 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9000e-003 | 2.0900e-003 | 1.0000e-004 | 2.1900e-003 | | 8.7076 | 8.7076 | 2.4200e-003 | 1.2700e-003 | 9.1455 |
| Total | 0.0208 | 0.0110 | 0.1250 | 9.0000e-005 | 7.8100e-003 | 1.1000e-004 | 7.9200e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 8.8515 | 8.8515 | 2.4200e-003 | 1.2900e-003 | 9.2963 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.7000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1440 | 0.1440 | 0.0000 | 2.0000e-005 | 0.1508 |
| 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 |
| Worker | 0.0207 | 0.0102 | 0.1244 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9000e-003 | 2.0900e-003 | 1.0000e-004 | 2.1900e-003 | | 8.7076 | 8.7076 | 2.4200e-003 | 1.2700e-003 | 9.1455 |
| Total | 0.0208 | 0.0110 | 0.1250 | 9.0000e-005 | 7.8100e-003 | 1.1000e-004 | 7.9200e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 8.8515 | 8.8515 | 2.4200e-003 | 1.2900e-003 | 9.2963 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.7000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1407 | 0.1407 | 0.0000 | 2.0000e-005 | 0.1473 |
| 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 |
| Worker | 0.0191 | 9.5400e-003 | 0.1196 | 8.0000e-005 | 7.7900e-003 | 1.0000e-004 | 7.9000e-003 | 2.0900e-003 | 9.0000e-005 | 2.1900e-003 | | 8.4639 | 8.4639 | 2.2400e-003 | 1.2200e-003 | 8.8824 |
| Total | 0.0192 | 0.0103 | 0.1202 | 8.0000e-005 | 7.8100e-003 | 1.0000e-004 | 7.9200e-003 | 2.0900e-003 | 9.0000e-005 | 2.2000e-003 | | 8.6045 | 8.6045 | 2.2400e-003 | 1.2400e-003 | 9.0297 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2028

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.7000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1407 | 0.1407 | 0.0000 | 2.0000e-005 | 0.1473 |
| 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 |
| Worker | 0.0191 | 9.5400e-003 | 0.1196 | 8.0000e-005 | 7.7900e-003 | 1.0000e-004 | 7.9000e-003 | 2.0900e-003 | 9.0000e-005 | 2.1900e-003 | | 8.4639 | 8.4639 | 2.2400e-003 | 1.2200e-003 | 8.8824 |
| Total | 0.0192 | 0.0103 | 0.1202 | 8.0000e-005 | 7.8100e-003 | 1.0000e-004 | 7.9200e-003 | 2.0900e-003 | 9.0000e-005 | 2.2000e-003 | | 8.6045 | 8.6045 | 2.2400e-003 | 1.2400e-003 | 9.0297 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.6000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1374 | 0.1374 | 0.0000 | 2.0000e-005 | 0.1439 |
| 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 |
| Worker | 0.0176 | 8.9500e-003 | 0.1152 | 8.0000e-005 | 7.7900e-003 | 1.0000e-004 | 7.8900e-003 | 2.0900e-003 | 9.0000e-005 | 2.1800e-003 | | 8.2437 | 8.2437 | 2.0700e-003 | 1.1700e-003 | 8.6453 |
| Total | 0.0177 | 9.7100e-003 | 0.1158 | 8.0000e-005 | 7.8100e-003 | 1.0000e-004 | 7.9100e-003 | 2.0900e-003 | 9.0000e-005 | 2.1900e-003 | | 8.3811 | 8.3811 | 2.0700e-003 | 1.1900e-003 | 8.7892 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2029

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.0000e-005 | 7.6000e-004 | 5.8000e-004 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0000 | 1.0000e-005 | | 0.1374 | 0.1374 | 0.0000 | 2.0000e-005 | 0.1439 |
| 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 |
| Worker | 0.0176 | 8.9500e-003 | 0.1152 | 8.0000e-005 | 7.7900e-003 | 1.0000e-004 | 7.8900e-003 | 2.0900e-003 | 9.0000e-005 | 2.1800e-003 | | 8.2437 | 8.2437 | 2.0700e-003 | 1.1700e-003 | 8.6453 |
| Total | 0.0177 | 9.7100e-003 | 0.1158 | 8.0000e-005 | 7.8100e-003 | 1.0000e-004 | 7.9100e-003 | 2.0900e-003 | 9.0000e-005 | 2.1900e-003 | | 8.3811 | 8.3811 | 2.0700e-003 | 1.1900e-003 | 8.7892 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2035

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.3000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0220 | 0.0220 | 0.0000 | 0.0000 | 0.0231 |
| 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 |
| Worker | 0.0637 | 0.0392 | 0.5572 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8010 | 41.8010 | 7.9900e-003 | 5.8500e-003 | 43.7449 |
| Total | 0.0637 | 0.0393 | 0.5573 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8230 | 41.8230 | 7.9900e-003 | 5.8500e-003 | 43.7679 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2035

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.3000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0220 | 0.0220 | 0.0000 | 0.0000 | 0.0231 |
| 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 |
| Worker | 0.0637 | 0.0392 | 0.5572 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8010 | 41.8010 | 7.9900e-003 | 5.8500e-003 | 43.7449 |
| Total | 0.0637 | 0.0393 | 0.5573 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8230 | 41.8230 | 7.9900e-003 | 5.8500e-003 | 43.7679 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2036

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.3000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0220 | 0.0220 | 0.0000 | 0.0000 | 0.0231 |
| 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 |
| Worker | 0.0637 | 0.0392 | 0.5572 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8010 | 41.8010 | 7.9900e-003 | 5.8500e-003 | 43.7449 |
| Total | 0.0637 | 0.0393 | 0.5573 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8230 | 41.8230 | 7.9900e-003 | 5.8500e-003 | 43.7679 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2036

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.3000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0220 | 0.0220 | 0.0000 | 0.0000 | 0.0231 |
| 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 |
| Worker | 0.0637 | 0.0392 | 0.5572 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8010 | 41.8010 | 7.9900e-003 | 5.8500e-003 | 43.7449 |
| Total | 0.0637 | 0.0393 | 0.5573 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8230 | 41.8230 | 7.9900e-003 | 5.8500e-003 | 43.7679 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2037

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.3000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0220 | 0.0220 | 0.0000 | 0.0000 | 0.0231 |
| 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 |
| Worker | 0.0637 | 0.0392 | 0.5572 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8010 | 41.8010 | 7.9900e-003 | 5.8500e-003 | 43.7449 |
| Total | 0.0637 | 0.0393 | 0.5573 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8230 | 41.8230 | 7.9900e-003 | 5.8500e-003 | 43.7679 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2037

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 37.0999 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1179 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |
| Total | 37.2177 | 0.7577 | 1.7943 | 2.9700e-003 | | 9.9000e-003 | 9.9000e-003 | | 9.9000e-003 | 9.9000e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0104 | | 281.7081 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-005 | 1.3000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0220 | 0.0220 | 0.0000 | 0.0000 | 0.0231 |
| 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 |
| Worker | 0.0637 | 0.0392 | 0.5572 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8010 | 41.8010 | 7.9900e-003 | 5.8500e-003 | 43.7449 |
| Total | 0.0637 | 0.0393 | 0.5573 | 4.1000e-004 | 0.0444 | 3.7000e-004 | 0.0448 | 0.0119 | 3.4000e-004 | 0.0123 | | 41.8230 | 41.8230 | 7.9900e-003 | 5.8500e-003 | 43.7679 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.9950 | 7.8990 | 48.4953 | 0.0369 | 3.5638 | 0.0365 | 3.6003 | 0.9493 | 0.0339 | 0.9832 | | 3,799.5788 | 3,799.5788 | 0.7492 | 0.5880 | 3,993.5468 |
| Unmitigated | 5.9950 | 7.8990 | 48.4953 | 0.0369 | 3.5638 | 0.0365 | 3.6003 | 0.9493 | 0.0339 | 0.9832 | | 3,799.5788 | 3,799.5788 | 0.7492 | 0.5880 | 3,993.5468 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-----------------------|-------------------------|-----------------|-----------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Single Family Housing | 9,290.03 | 9,290.03 | 9,290.03 | 1,690,785 | 1,690,785 |
| Total | 9,290.03 | 9,290.03 | 9,290.03 | 1,690,785 | 1,690,785 |

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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Single Family Housing | 0.50 | 0.50 | 0.50 | 38.40 | 22.60 | 39.00 | 100 | 0 | 0 |

4.4 Fleet Mix

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Single Family Housing | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |
| NaturalGas Unmitigated | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| Single Family Housing | 70768.2 | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |
| Total | | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| Single Family Housing | 70.7682 | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |
| Total | | 0.7632 | 6.5218 | 2.7752 | 0.0416 | | 0.5273 | 0.5273 | | 0.5273 | 0.5273 | | 8,325.6737 | 8,325.6737 | 0.1596 | 0.1526 | 8,375.1490 |

6.0 Area Detail

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 38.8683 | 10.9420 | 92.9407 | 0.0680 | | 1.2954 | 1.2954 | | 1.2954 | 1.2954 | 0.0000 | 12,820.3769 | 12,820.3769 | 0.3942 | 0.2321 | 12,899.3992 |
| Unmitigated | 38.9060 | 10.9483 | 93.5848 | 0.0680 | | 1.2991 | 1.2991 | | 1.2991 | 1.2991 | 0.0000 | 12,821.8315 | 12,821.8315 | 0.3964 | 0.2321 | 12,900.9087 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 3.3542 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 31.7192 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.1605 | 9.9173 | 4.2201 | 0.0633 | | 0.8018 | 0.8018 | | 0.8018 | 0.8018 | 0.0000 | 12,660.35 29 | 12,660.35 29 | 0.2427 | 0.2321 | 12,735.58 71 |
| Landscaping | 2.6720 | 1.0310 | 89.3647 | 4.7400e-003 | | 0.4973 | 0.4973 | | 0.4973 | 0.4973 | | 161.4785 | 161.4785 | 0.1537 | | 165.3216 |
| Total | 38.9059 | 10.9483 | 93.5848 | 0.0680 | | 1.2991 | 1.2991 | | 1.2991 | 1.2991 | 0.0000 | 12,821.83 15 | 12,821.83 15 | 0.3964 | 0.2321 | 12,900.90 87 |

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 3.3542 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 31.7192 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.1605 | 9.9173 | 4.2201 | 0.0633 | | 0.8018 | 0.8018 | | 0.8018 | 0.8018 | 0.0000 | 12,660.35 29 | 12,660.35 29 | 0.2427 | 0.2321 | 12,735.58 71 |
| Landscaping | 2.6344 | 1.0247 | 88.7206 | 4.6900e-003 | | 0.4935 | 0.4935 | | 0.4935 | 0.4935 | | 160.0240 | 160.0240 | 0.1515 | | 163.8121 |
| Total | 38.8683 | 10.9420 | 92.9407 | 0.0680 | | 1.2954 | 1.2954 | | 1.2954 | 1.2954 | 0.0000 | 12,820.37 69 | 12,820.37 69 | 0.3942 | 0.2321 | 12,899.39 92 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Phase 2 Single-family Residential - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial

Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|------|----------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 1.18 | Acre | 1.18 | 51,400.80 | 0 |
| Parking Lot | 4.72 | Acre | 4.72 | 205,603.20 | 0 |
| City Park | 0.30 | Acre | 0.30 | 13,068.00 | 0 |
| Regional Shopping Center | 8.50 | 1000sqft | 0.20 | 8,500.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2027 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Localized Screening Analysis
Phase 2 Commercial - 6.4 acres of Commercial Neighborhood

Land Use - 6.4 acres of Commercial in Phase 2
Square footage updated based on assumptions used in the project-specific trip generation table prepared for the Traffic Impact Analysis.

Construction Phase - Default construction schedule
No demolition

Start date based on assumed buildout rate of low density residential of Phase 1. It is anticipated that Phase 2 would begin construction once the low density residential of Phase 1 is at 60% completion.

Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Grading - Cut/fill assumed to be balanced on site.

Architectural Coating - Rule 4601 Architectural Coatings

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Trips - Trip rates derived from project-specific daily trips.

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings and building code standards (outside outlets)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

| Table Name | Column Name | Default Value | New Value |
|-------------------------|---------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|------------------|-------|--------|
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblVehicleTrips | CC_TL | 7.30 | 0.50 |
| tblVehicleTrips | CNW_TL | 7.30 | 0.50 |
| tblVehicleTrips | CW_TL | 9.50 | 0.50 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 0.00 |
| tblVehicleTrips | PR_TP | 54.00 | 100.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.5052 | 25.2714 | 18.0259 | 0.0382 | 19.6647 | 1.0870 | 20.7516 | 10.1045 | 1.0000 | 11.1045 | 0.0000 | 3,703.7858 | 3,703.7858 | 1.1950 | 0.0275 | 3,734.2546 |
| 2027 | 7.5380 | 13.1613 | 17.0781 | 0.0287 | 0.0677 | 0.5294 | 0.5971 | 0.0187 | 0.4980 | 0.5167 | 0.0000 | 2,742.4622 | 2,742.4622 | 0.7151 | 0.0268 | 2,765.7705 |
| Maximum | 7.5380 | 25.2714 | 18.0259 | 0.0382 | 19.6647 | 1.0870 | 20.7516 | 10.1045 | 1.0000 | 11.1045 | 0.0000 | 3,703.7858 | 3,703.7858 | 1.1950 | 0.0275 | 3,734.2546 |

Mitigated Construction

| | 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 |
|----------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.5052 | 25.2714 | 18.0259 | 0.0382 | 8.8533 | 1.0870 | 9.9403 | 4.5482 | 1.0000 | 5.5482 | 0.0000 | 3,703.7858 | 3,703.7858 | 1.1950 | 0.0275 | 3,734.2546 |
| 2027 | 7.5380 | 13.1613 | 17.0781 | 0.0287 | 0.0677 | 0.5294 | 0.5971 | 0.0187 | 0.4980 | 0.5167 | 0.0000 | 2,742.4622 | 2,742.4622 | 0.7151 | 0.0268 | 2,765.7705 |
| Maximum | 7.5380 | 25.2714 | 18.0259 | 0.0382 | 8.8533 | 1.0870 | 9.9403 | 4.5482 | 1.0000 | 5.5482 | 0.0000 | 3,703.7858 | 3,703.7858 | 1.1950 | 0.0275 | 3,734.2546 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 54.79 | 0.00 | 50.64 | 54.89 | 0.00 | 47.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.2697 | 1.0000e-005 | 1.5000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.2200e-003 | 3.2200e-003 | 1.0000e-005 | | 3.4300e-003 |
| Energy | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| Mobile | 1.7991 | 0.8511 | 5.1087 | 4.6300e-003 | 0.3509 | 5.6700e-003 | 0.3566 | 0.0936 | 5.2700e-003 | 0.0989 | | 472.6057 | 472.6057 | 0.0941 | 0.0641 | 494.0723 |
| Total | 2.0703 | 0.8640 | 5.1210 | 4.7100e-003 | 0.3509 | 6.6600e-003 | 0.3576 | 0.0936 | 6.2600e-003 | 0.0999 | | 488.0883 | 488.0883 | 0.0945 | 0.0644 | 509.6472 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.2697 | 1.0000e-005 | 1.4800e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.1700e-003 | 3.1700e-003 | 1.0000e-005 | | 3.3800e-003 |
| Energy | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| Mobile | 1.7991 | 0.8511 | 5.1087 | 4.6300e-003 | 0.3509 | 5.6700e-003 | 0.3566 | 0.0936 | 5.2700e-003 | 0.0989 | | 472.6057 | 472.6057 | 0.0941 | 0.0641 | 494.0723 |
| Total | 2.0703 | 0.8640 | 5.1210 | 4.7100e-003 | 0.3509 | 6.6600e-003 | 0.3576 | 0.0936 | 6.2600e-003 | 0.0999 | | 488.0883 | 488.0883 | 0.0945 | 0.0644 | 509.6471 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 4/1/2026 | 4/14/2026 | 5 | 10 | |
| 2 | Grading | Grading | 4/15/2026 | 5/12/2026 | 5 | 20 | |
| 3 | Building Construction | Building Construction | 5/13/2026 | 3/30/2027 | 5 | 230 | |
| 4 | Paving | Paving | 3/31/2027 | 4/27/2027 | 5 | 20 | |
| 5 | Architectural Coating | Architectural Coating | 4/28/2027 | 5/25/2027 | 5 | 20 | |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 5.9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,752; Non-Residential Outdoor: 4,251; Striped Parking Area: 15,420 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 116.00 | 46.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 23.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.6800e-003 | 0.0291 | 0.0229 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 5.0000e-005 | 2.3000e-004 | | 5.8905 | 5.8905 | 9.0000e-005 | 9.3000e-004 | 6.1687 |
| 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 |
| Worker | 0.0308 | 8.4700e-003 | 0.0911 | 9.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.7916 | 8.7916 | 1.7600e-003 | 1.0700e-003 | 9.1539 |
| Total | 0.0325 | 0.0376 | 0.1141 | 1.5000e-004 | 7.6500e-003 | 1.6000e-004 | 7.8200e-003 | 2.0600e-003 | 1.4000e-004 | 2.2100e-003 | | 14.6821 | 14.6821 | 1.8500e-003 | 2.0000e-003 | 15.3226 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.6800e-003 | 0.0291 | 0.0229 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 5.0000e-005 | 2.3000e-004 | | 5.8905 | 5.8905 | 9.0000e-005 | 9.3000e-004 | 6.1687 |
| 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 |
| Worker | 0.0308 | 8.4700e-003 | 0.0911 | 9.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.7916 | 8.7916 | 1.7600e-003 | 1.0700e-003 | 9.1539 |
| Total | 0.0325 | 0.0376 | 0.1141 | 1.5000e-004 | 7.6500e-003 | 1.6000e-004 | 7.8200e-003 | 2.0600e-003 | 1.4000e-004 | 2.2100e-003 | | 14.6821 | 14.6821 | 1.8500e-003 | 2.0000e-003 | 15.3226 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 7.0826 | 0.0000 | 7.0826 | 3.4247 | 0.0000 | 3.4247 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.5227 | 15.3148 | 14.5402 | 0.0297 | | 0.6236 | 0.6236 | | 0.5737 | 0.5737 | | 2,873.705 2 | 2,873.705 2 | 0.9294 | | 2,896.940 5 |
| Total | 1.5227 | 15.3148 | 14.5402 | 0.0297 | 7.0826 | 0.6236 | 7.7062 | 3.4247 | 0.5737 | 3.9984 | | 2,873.705 2 | 2,873.705 2 | 0.9294 | | 2,896.940 5 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.2000e-004 | 0.0125 | 9.8300e-003 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5245 | 2.5245 | 4.0000e-005 | 4.0000e-004 | 2.6438 |
| 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 |
| Worker | 0.0257 | 7.0600e-003 | 0.0759 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.3263 | 7.3263 | 1.4700e-003 | 8.9000e-004 | 7.6282 |
| Total | 0.0264 | 0.0195 | 0.0858 | 9.0000e-005 | 6.1300e-003 | 1.1000e-004 | 6.2300e-003 | 1.6500e-003 | 1.0000e-004 | 1.7500e-003 | | 9.8508 | 9.8508 | 1.5100e-003 | 1.2900e-003 | 10.2720 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 3.1872 | 0.0000 | 3.1872 | 1.5411 | 0.0000 | 1.5411 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.5227 | 15.3148 | 14.5402 | 0.0297 | | 0.6236 | 0.6236 | | 0.5737 | 0.5737 | 0.0000 | 2,873.705 2 | 2,873.705 2 | 0.9294 | | 2,896.940 5 |
| Total | 1.5227 | 15.3148 | 14.5402 | 0.0297 | 3.1872 | 0.6236 | 3.8107 | 1.5411 | 0.5737 | 2.1148 | 0.0000 | 2,873.705 2 | 2,873.705 2 | 0.9294 | | 2,896.940 5 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.2000e-004 | 0.0125 | 9.8300e-003 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5245 | 2.5245 | 4.0000e-005 | 4.0000e-004 | 2.6438 |
| 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 |
| Worker | 0.0257 | 7.0600e-003 | 0.0759 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.3263 | 7.3263 | 1.4700e-003 | 8.9000e-004 | 7.6282 |
| Total | 0.0264 | 0.0195 | 0.0858 | 9.0000e-005 | 6.1300e-003 | 1.1000e-004 | 6.2300e-003 | 1.6500e-003 | 1.0000e-004 | 1.7500e-003 | | 9.8508 | 9.8508 | 1.5100e-003 | 1.2900e-003 | 10.2720 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 9.0000e-005 | 1.6300e-003 | 1.2800e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3293 | 0.3293 | 0.0000 | 5.0000e-005 | 0.3448 |
| Vendor | 0.0320 | 0.6426 | 0.4349 | 1.2600e-003 | 0.0225 | 1.1900e-003 | 0.0237 | 6.6000e-003 | 1.1400e-003 | 7.7400e-003 | | 133.4809 | 133.4809 | 1.9100e-003 | 0.0206 | 139.6584 |
| Worker | 0.1986 | 0.0546 | 0.5872 | 5.6000e-004 | 0.0452 | 6.6000e-004 | 0.0459 | 0.0121 | 6.1000e-004 | 0.0127 | | 56.6567 | 56.6567 | 0.0113 | 6.8800e-003 | 58.9916 |
| Total | 0.2307 | 0.6989 | 1.0233 | 1.8200e-003 | 0.0677 | 1.8500e-003 | 0.0696 | 0.0187 | 1.7500e-003 | 0.0205 | | 190.4669 | 190.4669 | 0.0133 | 0.0275 | 198.9948 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 9.0000e-005 | 1.6300e-003 | 1.2800e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3293 | 0.3293 | 0.0000 | 5.0000e-005 | 0.3448 |
| Vendor | 0.0320 | 0.6426 | 0.4349 | 1.2600e-003 | 0.0225 | 1.1900e-003 | 0.0237 | 6.6000e-003 | 1.1400e-003 | 7.7400e-003 | | 133.4809 | 133.4809 | 1.9100e-003 | 0.0206 | 139.6584 |
| Worker | 0.1986 | 0.0546 | 0.5872 | 5.6000e-004 | 0.0452 | 6.6000e-004 | 0.0459 | 0.0121 | 6.1000e-004 | 0.0127 | | 56.6567 | 56.6567 | 0.0113 | 6.8800e-003 | 58.9916 |
| Total | 0.2307 | 0.6989 | 1.0233 | 1.8200e-003 | 0.0677 | 1.8500e-003 | 0.0696 | 0.0187 | 1.7500e-003 | 0.0205 | | 190.4669 | 190.4669 | 0.0133 | 0.0275 | 198.9948 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 9.0000e-005 | 1.6200e-003 | 1.2800e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3216 | 0.3216 | 0.0000 | 5.0000e-005 | 0.3368 |
| Vendor | 0.0316 | 0.6394 | 0.4314 | 1.2400e-003 | 0.0225 | 1.1800e-003 | 0.0237 | 6.6000e-003 | 1.1300e-003 | 7.7200e-003 | | 130.7154 | 130.7154 | 1.8800e-003 | 0.0201 | 136.7623 |
| Worker | 0.1835 | 0.0506 | 0.5608 | 5.4000e-004 | 0.0452 | 6.2000e-004 | 0.0458 | 0.0121 | 5.7000e-004 | 0.0127 | | 54.9508 | 54.9508 | 0.0104 | 6.5800e-003 | 57.1733 |
| Total | 0.2152 | 0.6916 | 0.9934 | 1.7800e-003 | 0.0677 | 1.8000e-003 | 0.0695 | 0.0187 | 1.7000e-003 | 0.0204 | | 185.9878 | 185.9878 | 0.0123 | 0.0268 | 194.2724 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 9.0000e-005 | 1.6200e-003 | 1.2800e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3216 | 0.3216 | 0.0000 | 5.0000e-005 | 0.3368 |
| Vendor | 0.0316 | 0.6394 | 0.4314 | 1.2400e-003 | 0.0225 | 1.1800e-003 | 0.0237 | 6.6000e-003 | 1.1300e-003 | 7.7200e-003 | | 130.7154 | 130.7154 | 1.8800e-003 | 0.0201 | 136.7623 |
| Worker | 0.1835 | 0.0506 | 0.5608 | 5.4000e-004 | 0.0452 | 6.2000e-004 | 0.0458 | 0.0121 | 5.7000e-004 | 0.0127 | | 54.9508 | 54.9508 | 0.0104 | 6.5800e-003 | 57.1733 |
| Total | 0.2152 | 0.6916 | 0.9934 | 1.7800e-003 | 0.0677 | 1.8000e-003 | 0.0695 | 0.0187 | 1.7000e-003 | 0.0204 | | 185.9878 | 185.9878 | 0.0123 | 0.0268 | 194.2724 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.7729 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.6881 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.2000e-004 | 0.0124 | 9.7900e-003 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.4659 | 2.4659 | 4.0000e-005 | 3.9000e-004 | 2.5824 |
| 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 |
| Worker | 0.0237 | 6.5500e-003 | 0.0725 | 7.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 7.1057 | 7.1057 | 1.3500e-003 | 8.5000e-004 | 7.3931 |
| Total | 0.0245 | 0.0190 | 0.0823 | 9.0000e-005 | 6.1300e-003 | 1.0000e-004 | 6.2300e-003 | 1.6500e-003 | 9.0000e-005 | 1.7400e-003 | | 9.5716 | 9.5716 | 1.3900e-003 | 1.2400e-003 | 9.9755 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.7729 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.6881 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.2000e-004 | 0.0124 | 9.7900e-003 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.4659 | 2.4659 | 4.0000e-005 | 3.9000e-004 | 2.5824 |
| 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 |
| Worker | 0.0237 | 6.5500e-003 | 0.0725 | 7.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 7.1057 | 7.1057 | 1.3500e-003 | 8.5000e-004 | 7.3931 |
| Total | 0.0245 | 0.0190 | 0.0823 | 9.0000e-005 | 6.1300e-003 | 1.0000e-004 | 6.2300e-003 | 1.6500e-003 | 9.0000e-005 | 1.7400e-003 | | 9.5716 | 9.5716 | 1.3900e-003 | 1.2400e-003 | 9.9755 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 7.3306 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 7.5015 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.0700e-003 | 1.6300e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4110 | 0.4110 | 1.0000e-005 | 6.0000e-005 | 0.4304 |
| 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 |
| Worker | 0.0364 | 0.0100 | 0.1112 | 1.1000e-004 | 8.9600e-003 | 1.2000e-004 | 9.0900e-003 | 2.4100e-003 | 1.1000e-004 | 2.5200e-003 | | 10.8954 | 10.8954 | 2.0700e-003 | 1.3100e-003 | 11.3361 |
| Total | 0.0365 | 0.0121 | 0.1128 | 1.1000e-004 | 9.0100e-003 | 1.2000e-004 | 9.1400e-003 | 2.4200e-003 | 1.1000e-004 | 2.5400e-003 | | 11.3064 | 11.3064 | 2.0800e-003 | 1.3700e-003 | 11.7665 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 7.3306 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 7.5015 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2000e-004 | 2.0700e-003 | 1.6300e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4110 | 0.4110 | 1.0000e-005 | 6.0000e-005 | 0.4304 |
| 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 |
| Worker | 0.0364 | 0.0100 | 0.1112 | 1.1000e-004 | 8.9600e-003 | 1.2000e-004 | 9.0900e-003 | 2.4100e-003 | 1.1000e-004 | 2.5200e-003 | | 10.8954 | 10.8954 | 2.0700e-003 | 1.3100e-003 | 11.3361 |
| Total | 0.0365 | 0.0121 | 0.1128 | 1.1000e-004 | 9.0100e-003 | 1.2000e-004 | 9.1400e-003 | 2.4200e-003 | 1.1000e-004 | 2.5400e-003 | | 11.3064 | 11.3064 | 2.0800e-003 | 1.3700e-003 | 11.7665 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.7991 | 0.8511 | 5.1087 | 4.6300e-003 | 0.3509 | 5.6700e-003 | 0.3566 | 0.0936 | 5.2700e-003 | 0.0989 | | 472.6057 | 472.6057 | 0.0941 | 0.0641 | 494.0723 |
| Unmitigated | 1.7991 | 0.8511 | 5.1087 | 4.6300e-003 | 0.3509 | 5.6700e-003 | 0.3566 | 0.0936 | 5.2700e-003 | 0.0989 | | 472.6057 | 472.6057 | 0.0941 | 0.0641 | 494.0723 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|---------------|---------------|----------------|----------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 912.33 | 912.33 | 912.33 | 166,045 | 166,045 |
| Total | 912.33 | 912.33 | 912.33 | 166,045 | 166,045 |

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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
| Regional Shopping Center | 0.50 | 0.50 | 0.50 | 16.30 | 64.70 | 19.00 | 100 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Other Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Parking Lot | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Regional Shopping Center | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

| Category | 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 |
|------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| NaturalGas Unmitigated | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| 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 |
| 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 |
| Regional Shopping Center | 131.575 | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| Total | | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| 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 |
| 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 |
| Regional Shopping Center | 0.131575 | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| Total | | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.2697 | 1.0000e-005 | 1.4800e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.1700e-003 | 3.1700e-003 | 1.0000e-005 | | 3.3800e-003 |
| Unmitigated | 0.2697 | 1.0000e-005 | 1.5000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.2200e-003 | 3.2200e-003 | 1.0000e-005 | | 3.4300e-003 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0402 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.2294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.4000e-004 | 1.0000e-005 | 1.5000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.2200e-003 | 3.2200e-003 | 1.0000e-005 | | 3.4300e-003 |
| Total | 0.2697 | 1.0000e-005 | 1.5000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.2200e-003 | 3.2200e-003 | 1.0000e-005 | | 3.4300e-003 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0402 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.2294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.4000e-004 | 1.0000e-005 | 1.4800e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.1700e-003 | 3.1700e-003 | 1.0000e-005 | 3.3800e-003 |
| Total | 0.2697 | 1.0000e-005 | 1.4800e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.1700e-003 | 3.1700e-003 | 1.0000e-005 | 3.3800e-003 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial

Tulare County, Winter

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|------|----------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 1.18 | Acre | 1.18 | 51,400.80 | 0 |
| Parking Lot | 4.72 | Acre | 4.72 | 205,603.20 | 0 |
| City Park | 0.30 | Acre | 0.30 | 13,068.00 | 0 |
| Regional Shopping Center | 8.50 | 1000sqft | 0.20 | 8,500.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2027 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Localized Screening Analysis
 Phase 2 Commercial - 6.4 acres of Commercial Neighborhood
 Land Use - 6.4 acres of Commercial in Phase 2
 Square footage updated based on assumptions used in the project-specific trip generation table prepared for the Traffic Impact Analysis.
 Construction Phase - Default construction schedule
 No demolition
 Start date based on assumed buildout rate of low density residential of Phase 1. It is anticipated that Phase 2 would begin construction once the low density residential of Phase 1 is at 60% completion.
 Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.
 Grading - Cut/fill assumed to be balanced on site.
 Architectural Coating - Rule 4601 Architectural Coatings

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Trips - Trip rates derived from project-specific daily trips.

Trip lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - Rule 4601 Architectural Coatings and building code standards (outside outlets)

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

| Table Name | Column Name | Default Value | New Value |
|-------------------------|---------------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 18.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 2.00 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|------------------|-------|--------|
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblTripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tblVehicleTrips | CC_TL | 7.30 | 0.50 |
| tblVehicleTrips | CNW_TL | 7.30 | 0.50 |
| tblVehicleTrips | CW_TL | 9.50 | 0.50 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 0.00 |
| tblVehicleTrips | PR_TP | 54.00 | 100.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |

2.0 Emissions Summary

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | 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 |
|----------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.4944 | 25.2753 | 18.0525 | 0.0382 | 19.6647 | 1.0870 | 20.7516 | 10.1045 | 1.0000 | 11.1045 | 0.0000 | 3,703.1808 | 3,703.1808 | 1.1956 | 0.0286 | 3,733.7065 |
| 2027 | 7.5254 | 13.2154 | 17.2609 | 0.0287 | 0.0677 | 0.5294 | 0.5971 | 0.0187 | 0.4980 | 0.5167 | 0.0000 | 2,739.8121 | 2,739.8121 | 0.7156 | 0.0278 | 2,763.5271 |
| Maximum | 7.5254 | 25.2753 | 18.0525 | 0.0382 | 19.6647 | 1.0870 | 20.7516 | 10.1045 | 1.0000 | 11.1045 | 0.0000 | 3,703.1808 | 3,703.1808 | 1.1956 | 0.0286 | 3,733.7065 |

Mitigated Construction

| | 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 |
|----------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2026 | 2.4944 | 25.2753 | 18.0525 | 0.0382 | 8.8533 | 1.0870 | 9.9403 | 4.5482 | 1.0000 | 5.5482 | 0.0000 | 3,703.1808 | 3,703.1808 | 1.1956 | 0.0286 | 3,733.7065 |
| 2027 | 7.5254 | 13.2154 | 17.2609 | 0.0287 | 0.0677 | 0.5294 | 0.5971 | 0.0187 | 0.4980 | 0.5167 | 0.0000 | 2,739.8121 | 2,739.8121 | 0.7156 | 0.0278 | 2,763.5271 |
| Maximum | 7.5254 | 25.2753 | 18.0525 | 0.0382 | 8.8533 | 1.0870 | 9.9403 | 4.5482 | 1.0000 | 5.5482 | 0.0000 | 3,703.1808 | 3,703.1808 | 1.1956 | 0.0286 | 3,733.7065 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 54.79 | 0.00 | 50.64 | 54.89 | 0.00 | 47.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.2697 | 1.0000e-005 | 1.5000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.2200e-003 | 3.2200e-003 | 1.0000e-005 | | 3.4300e-003 |
| Energy | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| Mobile | 1.1576 | 0.9527 | 6.5232 | 4.3900e-003 | 0.3509 | 5.7000e-003 | 0.3566 | 0.0936 | 5.3000e-003 | 0.0989 | | 447.9206 | 447.9206 | 0.1237 | 0.0702 | 471.9303 |
| Total | 1.4287 | 0.9656 | 6.5355 | 4.4700e-003 | 0.3509 | 6.6900e-003 | 0.3576 | 0.0936 | 6.2900e-003 | 0.0999 | | 463.4033 | 463.4033 | 0.1241 | 0.0705 | 487.5052 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.2697 | 1.0000e-005 | 1.4800e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.1700e-003 | 3.1700e-003 | 1.0000e-005 | | 3.3800e-003 |
| Energy | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| Mobile | 1.1576 | 0.9527 | 6.5232 | 4.3900e-003 | 0.3509 | 5.7000e-003 | 0.3566 | 0.0936 | 5.3000e-003 | 0.0989 | | 447.9206 | 447.9206 | 0.1237 | 0.0702 | 471.9303 |
| Total | 1.4287 | 0.9656 | 6.5355 | 4.4700e-003 | 0.3509 | 6.6900e-003 | 0.3576 | 0.0936 | 6.2900e-003 | 0.0999 | | 463.4032 | 463.4032 | 0.1241 | 0.0705 | 487.5051 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 4/1/2026 | 4/14/2026 | 5 | 10 | |
| 2 | Grading | Grading | 4/15/2026 | 5/12/2026 | 5 | 20 | |
| 3 | Building Construction | Building Construction | 5/13/2026 | 3/30/2027 | 5 | 230 | |
| 4 | Paving | Paving | 3/31/2027 | 4/27/2027 | 5 | 20 | |
| 5 | Architectural Coating | Architectural Coating | 4/28/2027 | 5/25/2027 | 5 | 20 | |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 5.9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,752; Non-Residential Outdoor: 4,251; Striped Parking Area: 15,420 (Architectural Coating – sqft)

OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|---------------------------|---|------|-----|------|
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| 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 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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 |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 116.00 | 46.00 | 18.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 23.00 | 0.00 | 2.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.4600e-003 | 0.0315 | 0.0237 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 6.0000e-005 | 2.3000e-004 | | 5.9969 | 5.9969 | 8.0000e-005 | 9.4000e-004 | 6.2799 |
| 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 |
| Worker | 0.0203 | 9.9100e-003 | 0.1170 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.0801 | 8.0801 | 2.3700e-003 | 1.1900e-003 | 8.4946 |
| Total | 0.0217 | 0.0414 | 0.1407 | 1.4000e-004 | 7.6500e-003 | 1.6000e-004 | 7.8200e-003 | 2.0600e-003 | 1.5000e-004 | 2.2100e-003 | | 14.0771 | 14.0771 | 2.4500e-003 | 2.1300e-003 | 14.7745 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.4600e-003 | 0.0315 | 0.0237 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 6.0000e-005 | 2.3000e-004 | | 5.9969 | 5.9969 | 8.0000e-005 | 9.4000e-004 | 6.2799 |
| 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 |
| Worker | 0.0203 | 9.9100e-003 | 0.1170 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.0801 | 8.0801 | 2.3700e-003 | 1.1900e-003 | 8.4946 |
| Total | 0.0217 | 0.0414 | 0.1407 | 1.4000e-004 | 7.6500e-003 | 1.6000e-004 | 7.8200e-003 | 2.0600e-003 | 1.5000e-004 | 2.2100e-003 | | 14.0771 | 14.0771 | 2.4500e-003 | 2.1300e-003 | 14.7745 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 7.0826 | 0.0000 | 7.0826 | 3.4247 | 0.0000 | 3.4247 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.5227 | 15.3148 | 14.5402 | 0.0297 | | 0.6236 | 0.6236 | | 0.5737 | 0.5737 | | 2,873.705 2 | 2,873.705 2 | 0.9294 | | 2,896.940 5 |
| Total | 1.5227 | 15.3148 | 14.5402 | 0.0297 | 7.0826 | 0.6236 | 7.7062 | 3.4247 | 0.5737 | 3.9984 | | 2,873.705 2 | 2,873.705 2 | 0.9294 | | 2,896.940 5 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.3000e-004 | 0.0135 | 0.0101 | 2.0000e-005 | 2.8000e-004 | 3.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5701 | 2.5701 | 3.0000e-005 | 4.0000e-004 | 2.6914 |
| 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 |
| Worker | 0.0169 | 8.2600e-003 | 0.0975 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.7334 | 6.7334 | 1.9700e-003 | 9.9000e-004 | 7.0789 |
| Total | 0.0175 | 0.0218 | 0.1076 | 9.0000e-005 | 6.1300e-003 | 1.2000e-004 | 6.2300e-003 | 1.6500e-003 | 1.0000e-004 | 1.7500e-003 | | 9.3036 | 9.3036 | 2.0000e-003 | 1.3900e-003 | 9.7702 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 3.1872 | 0.0000 | 3.1872 | 1.5411 | 0.0000 | 1.5411 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.5227 | 15.3148 | 14.5402 | 0.0297 | | 0.6236 | 0.6236 | | 0.5737 | 0.5737 | 0.0000 | 2,873.705 2 | 2,873.705 2 | 0.9294 | | 2,896.940 5 |
| Total | 1.5227 | 15.3148 | 14.5402 | 0.0297 | 3.1872 | 0.6236 | 3.8107 | 1.5411 | 0.5737 | 2.1148 | 0.0000 | 2,873.705 2 | 2,873.705 2 | 0.9294 | | 2,896.940 5 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.3000e-004 | 0.0135 | 0.0101 | 2.0000e-005 | 2.8000e-004 | 3.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5701 | 2.5701 | 3.0000e-005 | 4.0000e-004 | 2.6914 |
| 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 |
| Worker | 0.0169 | 8.2600e-003 | 0.0975 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.7334 | 6.7334 | 1.9700e-003 | 9.9000e-004 | 7.0789 |
| Total | 0.0175 | 0.0218 | 0.1076 | 9.0000e-005 | 6.1300e-003 | 1.2000e-004 | 6.2300e-003 | 1.6500e-003 | 1.0000e-004 | 1.7500e-003 | | 9.3036 | 9.3036 | 2.0000e-003 | 1.3900e-003 | 9.7702 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.0000e-005 | 1.7600e-003 | 1.3200e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3352 | 0.3352 | 0.0000 | 5.0000e-005 | 0.3511 |
| Vendor | 0.0284 | 0.6880 | 0.4572 | 1.2800e-003 | 0.0225 | 1.2300e-003 | 0.0237 | 6.6000e-003 | 1.1800e-003 | 7.7700e-003 | | 135.2953 | 135.2953 | 1.7900e-003 | 0.0209 | 141.5626 |
| Worker | 0.1306 | 0.0639 | 0.7540 | 5.2000e-004 | 0.0452 | 6.6000e-004 | 0.0459 | 0.0121 | 6.1000e-004 | 0.0127 | | 52.0720 | 52.0720 | 0.0153 | 7.6800e-003 | 54.7432 |
| Total | 0.1591 | 0.7537 | 1.2125 | 1.8000e-003 | 0.0677 | 1.8900e-003 | 0.0696 | 0.0187 | 1.7900e-003 | 0.0205 | | 187.7025 | 187.7025 | 0.0171 | 0.0286 | 196.6569 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.0000e-005 | 1.7600e-003 | 1.3200e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3352 | 0.3352 | 0.0000 | 5.0000e-005 | 0.3511 |
| Vendor | 0.0284 | 0.6880 | 0.4572 | 1.2800e-003 | 0.0225 | 1.2300e-003 | 0.0237 | 6.6000e-003 | 1.1800e-003 | 7.7700e-003 | | 135.2953 | 135.2953 | 1.7900e-003 | 0.0209 | 141.5626 |
| Worker | 0.1306 | 0.0639 | 0.7540 | 5.2000e-004 | 0.0452 | 6.6000e-004 | 0.0459 | 0.0121 | 6.1000e-004 | 0.0127 | | 52.0720 | 52.0720 | 0.0153 | 7.6800e-003 | 54.7432 |
| Total | 0.1591 | 0.7537 | 1.2125 | 1.8000e-003 | 0.0677 | 1.8900e-003 | 0.0696 | 0.0187 | 1.7900e-003 | 0.0205 | | 187.7025 | 187.7025 | 0.0171 | 0.0286 | 196.6569 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.0000e-005 | 1.7500e-003 | 1.3200e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3275 | 0.3275 | 0.0000 | 5.0000e-005 | 0.3429 |
| Vendor | 0.0281 | 0.6847 | 0.4532 | 1.2500e-003 | 0.0225 | 1.2200e-003 | 0.0237 | 6.6000e-003 | 1.1600e-003 | 7.7600e-003 | | 132.5064 | 132.5064 | 1.7600e-003 | 0.0204 | 138.6419 |
| Worker | 0.1202 | 0.0593 | 0.7217 | 5.0000e-004 | 0.0452 | 6.2000e-004 | 0.0458 | 0.0121 | 5.7000e-004 | 0.0127 | | 50.5038 | 50.5038 | 0.0141 | 7.3500e-003 | 53.0441 |
| Total | 0.1483 | 0.7457 | 1.1762 | 1.7500e-003 | 0.0677 | 1.8400e-003 | 0.0696 | 0.0187 | 1.7300e-003 | 0.0205 | | 183.3377 | 183.3377 | 0.0158 | 0.0278 | 192.0290 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |
| Total | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | 0.0000 | 2,556.474 4 | 2,556.474 4 | 0.6010 | | 2,571.498 1 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 8.0000e-005 | 1.7500e-003 | 1.3200e-003 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | | 0.3275 | 0.3275 | 0.0000 | 5.0000e-005 | 0.3429 |
| Vendor | 0.0281 | 0.6847 | 0.4532 | 1.2500e-003 | 0.0225 | 1.2200e-003 | 0.0237 | 6.6000e-003 | 1.1600e-003 | 7.7600e-003 | | 132.5064 | 132.5064 | 1.7600e-003 | 0.0204 | 138.6419 |
| Worker | 0.1202 | 0.0593 | 0.7217 | 5.0000e-004 | 0.0452 | 6.2000e-004 | 0.0458 | 0.0121 | 5.7000e-004 | 0.0127 | | 50.5038 | 50.5038 | 0.0141 | 7.3500e-003 | 53.0441 |
| Total | 0.1483 | 0.7457 | 1.1762 | 1.7500e-003 | 0.0677 | 1.8400e-003 | 0.0696 | 0.0187 | 1.7300e-003 | 0.0205 | | 183.3377 | 183.3377 | 0.0158 | 0.0278 | 192.0290 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.7729 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.6881 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.2000e-004 | 0.0134 | 0.0101 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5107 | 2.5107 | 3.0000e-005 | 3.9000e-004 | 2.6292 |
| 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 |
| Worker | 0.0155 | 7.6600e-003 | 0.0933 | 6.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.5307 | 6.5307 | 1.8200e-003 | 9.5000e-004 | 6.8592 |
| Total | 0.0162 | 0.0211 | 0.1034 | 8.0000e-005 | 6.1300e-003 | 1.0000e-004 | 6.2300e-003 | 1.6500e-003 | 9.0000e-005 | 1.7400e-003 | | 9.0414 | 9.0414 | 1.8500e-003 | 1.3400e-003 | 9.4883 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |
| Paving | 0.7729 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.6881 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.745 2 | 2,206.745 2 | 0.7137 | | 2,224.587 8 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.2000e-004 | 0.0134 | 0.0101 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5107 | 2.5107 | 3.0000e-005 | 3.9000e-004 | 2.6292 |
| 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 |
| Worker | 0.0155 | 7.6600e-003 | 0.0933 | 6.0000e-005 | 5.8500e-003 | 8.0000e-005 | 5.9300e-003 | 1.5700e-003 | 7.0000e-005 | 1.6400e-003 | | 6.5307 | 6.5307 | 1.8200e-003 | 9.5000e-004 | 6.8592 |
| Total | 0.0162 | 0.0211 | 0.1034 | 8.0000e-005 | 6.1300e-003 | 1.0000e-004 | 6.2300e-003 | 1.6500e-003 | 9.0000e-005 | 1.7400e-003 | | 9.0414 | 9.0414 | 1.8500e-003 | 1.3400e-003 | 9.4883 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 7.3306 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 7.5015 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-004 | 2.2400e-003 | 1.6800e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4185 | 0.4185 | 1.0000e-005 | 7.0000e-005 | 0.4382 |
| 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 |
| Worker | 0.0238 | 0.0118 | 0.1431 | 1.0000e-004 | 8.9600e-003 | 1.2000e-004 | 9.0900e-003 | 2.4100e-003 | 1.1000e-004 | 2.5200e-003 | | 10.0137 | 10.0137 | 2.7900e-003 | 1.4600e-003 | 10.5174 |
| Total | 0.0239 | 0.0140 | 0.1448 | 1.0000e-004 | 9.0100e-003 | 1.2000e-004 | 9.1400e-003 | 2.4200e-003 | 1.1000e-004 | 2.5400e-003 | | 10.4321 | 10.4321 | 2.8000e-003 | 1.5300e-003 | 10.9556 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 7.3306 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| Total | 7.5015 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.0000e-004 | 2.2400e-003 | 1.6800e-003 | 0.0000 | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 2.0000e-005 | | 0.4185 | 0.4185 | 1.0000e-005 | 7.0000e-005 | 0.4382 |
| 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 |
| Worker | 0.0238 | 0.0118 | 0.1431 | 1.0000e-004 | 8.9600e-003 | 1.2000e-004 | 9.0900e-003 | 2.4100e-003 | 1.1000e-004 | 2.5200e-003 | | 10.0137 | 10.0137 | 2.7900e-003 | 1.4600e-003 | 10.5174 |
| Total | 0.0239 | 0.0140 | 0.1448 | 1.0000e-004 | 9.0100e-003 | 1.2000e-004 | 9.1400e-003 | 2.4200e-003 | 1.1000e-004 | 2.5400e-003 | | 10.4321 | 10.4321 | 2.8000e-003 | 1.5300e-003 | 10.9556 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.1576 | 0.9527 | 6.5232 | 4.3900e-003 | 0.3509 | 5.7000e-003 | 0.3566 | 0.0936 | 5.3000e-003 | 0.0989 | | 447.9206 | 447.9206 | 0.1237 | 0.0702 | 471.9303 |
| Unmitigated | 1.1576 | 0.9527 | 6.5232 | 4.3900e-003 | 0.3509 | 5.7000e-003 | 0.3566 | 0.0936 | 5.3000e-003 | 0.0989 | | 447.9206 | 447.9206 | 0.1237 | 0.0702 | 471.9303 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|----------|--------|-------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 912.33 | 912.33 | 912.33 | 166,045 | 166,045 |
| Total | 912.33 | 912.33 | 912.33 | 166,045 | 166,045 |

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 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
| Regional Shopping Center | 0.50 | 0.50 | 0.50 | 16.30 | 64.70 | 19.00 | 100 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Other Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Parking Lot | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Regional Shopping Center | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

| Category | 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 |
|------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| NaturalGas Unmitigated | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| 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 |
| 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 |
| Regional Shopping Center | 131.575 | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| Total | | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 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 |
| 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 |
| 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 |
| Regional Shopping Center | 0.131575 | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |
| Total | | 1.4200e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4795 | 15.4795 | 3.0000e-004 | 2.8000e-004 | 15.5714 |

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.2697 | 1.0000e-005 | 1.4800e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.1700e-003 | 3.1700e-003 | 1.0000e-005 | | 3.3800e-003 |
| Unmitigated | 0.2697 | 1.0000e-005 | 1.5000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.2200e-003 | 3.2200e-003 | 1.0000e-005 | | 3.4300e-003 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0402 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.2294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.4000e-004 | 1.0000e-005 | 1.5000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.2200e-003 | 3.2200e-003 | 1.0000e-005 | | 3.4300e-003 |
| Total | 0.2697 | 1.0000e-005 | 1.5000e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.2200e-003 | 3.2200e-003 | 1.0000e-005 | | 3.4300e-003 |

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0402 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.2294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.4000e-004 | 1.0000e-005 | 1.4800e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.1700e-003 | 3.1700e-003 | 1.0000e-005 | 3.3800e-003 |
| Total | 0.2697 | 1.0000e-005 | 1.4800e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.1700e-003 | 3.1700e-003 | 1.0000e-005 | 3.3800e-003 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Localized Screening Analysis - On-site Emissions - Phase 2 Commercial - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Localized Screening Analysis - Phase 2 Basin

Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|-------|--------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 5.90 | Acre | 5.90 | 257,004.00 | 0 |
| Other Non-Asphalt Surfaces | 11.40 | Acre | 11.40 | 0.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2027 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - 17.3 acres of Basin
 11.4 acres net; 17.3 acres gross
 Construction Phase - Default construction schedule
 No demolition
 Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.
 Grading - Cut/fill assumed to be balanced on site.
 Area Coating -
 Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

| Table Name | Column Name | Default Value | New Value |
|------------|-------------------|---------------|-----------|
| tblLandUse | LandUseSquareFeet | 496,584.00 | 0.00 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|----------------|-------------------|-------|-------|
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |

2.0 Emissions Summary

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | | 4.0300e-003 |
| 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 |
| 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 |
| Total | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | 0.0000 | 1.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 0.0000 | 4.0300e-003 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | | 4.0300e-003 |
| 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 |
| 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 |
| Total | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | 0.0000 | 1.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 0.0000 | 4.0300e-003 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|------------------|------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 3/1/2026 | 3/13/2026 | 5 | 10 | |
| 2 | Grading | Grading | 3/14/2026 | 4/24/2026 | 5 | 30 | |
| 3 | Paving | Paving | 4/25/2026 | 5/22/2026 | 5 | 20 | |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 17.3

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 |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|--------|------------------|---|------|-----|------|
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |

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 |
|------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.6800e-003 | 0.0291 | 0.0229 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 5.0000e-005 | 2.3000e-004 | | 5.8905 | 5.8905 | 9.0000e-005 | 9.3000e-004 | 6.1687 |
| 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 |
| Worker | 0.0308 | 8.4700e-003 | 0.0911 | 9.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.7916 | 8.7916 | 1.7600e-003 | 1.0700e-003 | 9.1539 |
| Total | 0.0325 | 0.0376 | 0.1141 | 1.5000e-004 | 7.6500e-003 | 1.6000e-004 | 7.8200e-003 | 2.0600e-003 | 1.4000e-004 | 2.2100e-003 | | 14.6821 | 14.6821 | 1.8500e-003 | 2.0000e-003 | 15.3226 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.6800e-003 | 0.0291 | 0.0229 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 5.0000e-005 | 2.3000e-004 | | 5.8905 | 5.8905 | 9.0000e-005 | 9.3000e-004 | 6.1687 |
| 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 |
| Worker | 0.0308 | 8.4700e-003 | 0.0911 | 9.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.7916 | 8.7916 | 1.7600e-003 | 1.0700e-003 | 9.1539 |
| Total | 0.0325 | 0.0376 | 0.1141 | 1.5000e-004 | 7.6500e-003 | 1.6000e-004 | 7.8200e-003 | 2.0600e-003 | 1.4000e-004 | 2.2100e-003 | | 14.6821 | 14.6821 | 1.8500e-003 | 2.0000e-003 | 15.3226 |

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.4000e-004 | 0.0111 | 8.7400e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.2440 | 2.2440 | 3.0000e-005 | 3.5000e-004 | 2.3500 |
| 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 |
| Worker | 0.0342 | 9.4100e-003 | 0.1012 | 1.0000e-004 | 7.7900e-003 | 1.1000e-004 | 7.9100e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 9.7684 | 9.7684 | 1.9600e-003 | 1.1900e-003 | 10.1710 |
| Total | 0.0349 | 0.0205 | 0.1100 | 1.2000e-004 | 8.0300e-003 | 1.3000e-004 | 8.1800e-003 | 2.1600e-003 | 1.2000e-004 | 2.2900e-003 | | 12.0124 | 12.0124 | 1.9900e-003 | 1.5400e-003 | 12.5210 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.4000e-004 | 0.0111 | 8.7400e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.2440 | 2.2440 | 3.0000e-005 | 3.5000e-004 | 2.3500 |
| 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 |
| Worker | 0.0342 | 9.4100e-003 | 0.1012 | 1.0000e-004 | 7.7900e-003 | 1.1000e-004 | 7.9100e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 9.7684 | 9.7684 | 1.9600e-003 | 1.1900e-003 | 10.1710 |
| Total | 0.0349 | 0.0205 | 0.1100 | 1.2000e-004 | 8.0300e-003 | 1.3000e-004 | 8.1800e-003 | 2.1600e-003 | 1.2000e-004 | 2.2900e-003 | | 12.0124 | 12.0124 | 1.9900e-003 | 1.5400e-003 | 12.5210 |

3.4 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.7729 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.6881 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.2000e-004 | 0.0125 | 9.8300e-003 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5245 | 2.5245 | 4.0000e-005 | 4.0000e-004 | 2.6438 |
| Vendor | 2.7800e-003 | 0.0559 | 0.0378 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.6070 | 11.6070 | 1.7000e-004 | 1.7900e-003 | 12.1442 |
| Worker | 0.0257 | 7.0600e-003 | 0.0759 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.3263 | 7.3263 | 1.4700e-003 | 8.9000e-004 | 7.6282 |
| Total | 0.0292 | 0.0754 | 0.1236 | 2.0000e-004 | 8.0900e-003 | 2.1000e-004 | 8.2900e-003 | 2.2200e-003 | 2.0000e-004 | 2.4200e-003 | | 21.4578 | 21.4578 | 1.6800e-003 | 3.0800e-003 | 22.4162 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.7729 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.6881 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 7.2000e-004 | 0.0125 | 9.8300e-003 | 2.0000e-005 | 2.8000e-004 | 2.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5245 | 2.5245 | 4.0000e-005 | 4.0000e-004 | 2.6438 |
| Vendor | 2.7800e-003 | 0.0559 | 0.0378 | 1.1000e-004 | 1.9600e-003 | 1.0000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.7000e-004 | | 11.6070 | 11.6070 | 1.7000e-004 | 1.7900e-003 | 12.1442 |
| Worker | 0.0257 | 7.0600e-003 | 0.0759 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 7.3263 | 7.3263 | 1.4700e-003 | 8.9000e-004 | 7.6282 |
| Total | 0.0292 | 0.0754 | 0.1236 | 2.0000e-004 | 8.0900e-003 | 2.1000e-004 | 8.2900e-003 | 2.2200e-003 | 2.0000e-004 | 2.4200e-003 | | 21.4578 | 21.4578 | 1.6800e-003 | 3.0800e-003 | 22.4162 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| 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 |
| 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 |

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 | | |
| Other Non-Asphalt Surfaces | 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 | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Other Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Other Non-Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |

5.0 Energy Detail

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas 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 |
| NaturalGas 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 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| 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 | |
| Other Non-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 | |
| Total | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| 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 |
| Other Non-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 |
| Total | | 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 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | | 4.0300e-003 |
| Unmitigated | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | | 4.0300e-003 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.0910 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.6000e-004 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 4.0300e-003 |
| Total | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 4.0300e-003 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.0910 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.6000e-004 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 4.0300e-003 |
| Total | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 4.0300e-003 |

7.0 Water Detail

7.1 Mitigation Measures Water

Localized Screening Analysis - Phase 2 Basin - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Localized Screening Analysis - Phase 2 Basin

Tulare County, Winter

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|-------|--------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 5.90 | Acre | 5.90 | 257,004.00 | 0 |
| Other Non-Asphalt Surfaces | 11.40 | Acre | 11.40 | 0.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2027 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - 17.3 acres of Basin
 11.4 acres net; 17.3 acres gross
 Construction Phase - Default construction schedule
 No demolition
 Trips and VMT - Construction lengths updated to 0.5 mile to account for on-site/localized emissions from mobile sources.
 Grading - Cut/fill assumed to be balanced on site.
 Area Coating -
 Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

| Table Name | Column Name | Default Value | New Value |
|------------|-------------------|---------------|-----------|
| tblLandUse | LandUseSquareFeet | 496,584.00 | 0.00 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|----------------|-------------------|-------|-------|
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripLength | 20.00 | 0.50 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 14.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 16.00 |
| tbITripsAndVMT | HaulingTripNumber | 0.00 | 12.00 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripLength | 7.30 | 0.50 |
| tbITripsAndVMT | VendorTripNumber | 0.00 | 4.00 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |
| tbITripsAndVMT | WorkerTripLength | 10.80 | 0.50 |

2.0 Emissions Summary

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | | 4.0300e-003 |
| 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 |
| 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 |
| Total | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | 0.0000 | 1.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 0.0000 | 4.0300e-003 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | | 4.0300e-003 |
| 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 |
| 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 |
| Total | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | 0.0000 | 1.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 0.0000 | 4.0300e-003 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|------------------|------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Site Preparation | Site Preparation | 3/1/2026 | 3/13/2026 | 5 | 10 | |
| 2 | Grading | Grading | 3/14/2026 | 4/24/2026 | 5 | 30 | |
| 3 | Paving | Paving | 4/25/2026 | 5/22/2026 | 5 | 20 | |

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 17.3

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 |
|------------------|---------------------------|--------|-------------|-------------|-------------|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| 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 | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|--------|------------------|---|------|-----|------|
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |

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 |
|------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation | 7 | 18.00 | 0.00 | 14.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 16.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 4.00 | 12.00 | 0.50 | 0.50 | 0.50 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 19.6570 | 0.0000 | 19.6570 | 10.1025 | 0.0000 | 10.1025 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 19.6570 | 1.0868 | 20.7438 | 10.1025 | 0.9999 | 11.1023 | | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.4600e-003 | 0.0315 | 0.0237 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 6.0000e-005 | 2.3000e-004 | | 5.9969 | 5.9969 | 8.0000e-005 | 9.4000e-004 | 6.2799 |
| 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 |
| Worker | 0.0203 | 9.9100e-003 | 0.1170 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.0801 | 8.0801 | 2.3700e-003 | 1.1900e-003 | 8.4946 |
| Total | 0.0217 | 0.0414 | 0.1407 | 1.4000e-004 | 7.6500e-003 | 1.6000e-004 | 7.8200e-003 | 2.0600e-003 | 1.5000e-004 | 2.2100e-003 | | 14.0771 | 14.0771 | 2.4500e-003 | 2.1300e-003 | 14.7745 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.8457 | 0.0000 | 8.8457 | 4.5461 | 0.0000 | 4.5461 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4727 | 25.2339 | 17.9118 | 0.0381 | | 1.0868 | 1.0868 | | 0.9999 | 0.9999 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |
| Total | 2.4727 | 25.2339 | 17.9118 | 0.0381 | 8.8457 | 1.0868 | 9.9324 | 4.5461 | 0.9999 | 5.5460 | 0.0000 | 3,689.1037 | 3,689.1037 | 1.1931 | | 3,718.9320 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.4600e-003 | 0.0315 | 0.0237 | 6.0000e-005 | 6.4000e-004 | 6.0000e-005 | 7.0000e-004 | 1.8000e-004 | 6.0000e-005 | 2.3000e-004 | | 5.9969 | 5.9969 | 8.0000e-005 | 9.4000e-004 | 6.2799 |
| 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 |
| Worker | 0.0203 | 9.9100e-003 | 0.1170 | 8.0000e-005 | 7.0100e-003 | 1.0000e-004 | 7.1200e-003 | 1.8800e-003 | 9.0000e-005 | 1.9800e-003 | | 8.0801 | 8.0801 | 2.3700e-003 | 1.1900e-003 | 8.4946 |
| Total | 0.0217 | 0.0414 | 0.1407 | 1.4000e-004 | 7.6500e-003 | 1.6000e-004 | 7.8200e-003 | 2.0600e-003 | 1.5000e-004 | 2.2100e-003 | | 14.0771 | 14.0771 | 2.4500e-003 | 2.1300e-003 | 14.7745 |

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 9.2036 | 0.0000 | 9.2036 | 3.6538 | 0.0000 | 3.6538 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 9.2036 | 1.1309 | 10.3345 | 3.6538 | 1.0404 | 4.6942 | | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.6000e-004 | 0.0120 | 9.0100e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.2846 | 2.2846 | 3.0000e-005 | 3.6000e-004 | 2.3923 |
| 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 |
| Worker | 0.0225 | 0.0110 | 0.1300 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9100e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 8.9779 | 8.9779 | 2.6300e-003 | 1.3200e-003 | 9.4385 |
| Total | 0.0231 | 0.0230 | 0.1390 | 1.1000e-004 | 8.0300e-003 | 1.3000e-004 | 8.1800e-003 | 2.1600e-003 | 1.2000e-004 | 2.2900e-003 | | 11.2625 | 11.2625 | 2.6600e-003 | 1.6800e-003 | 11.8308 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.1416 | 0.0000 | 4.1416 | 1.6442 | 0.0000 | 1.6442 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.9012 | 27.9429 | 26.3311 | 0.0621 | | 1.1309 | 1.1309 | | 1.0404 | 1.0404 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |
| Total | 2.9012 | 27.9429 | 26.3311 | 0.0621 | 4.1416 | 1.1309 | 5.2725 | 1.6442 | 1.0404 | 2.6846 | 0.0000 | 6,008.2814 | 6,008.2814 | 1.9432 | | 6,056.8614 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 5.6000e-004 | 0.0120 | 9.0100e-003 | 2.0000e-005 | 2.4000e-004 | 2.0000e-005 | 2.7000e-004 | 7.0000e-005 | 2.0000e-005 | 9.0000e-005 | | 2.2846 | 2.2846 | 3.0000e-005 | 3.6000e-004 | 2.3923 |
| 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 |
| Worker | 0.0225 | 0.0110 | 0.1300 | 9.0000e-005 | 7.7900e-003 | 1.1000e-004 | 7.9100e-003 | 2.0900e-003 | 1.0000e-004 | 2.2000e-003 | | 8.9779 | 8.9779 | 2.6300e-003 | 1.3200e-003 | 9.4385 |
| Total | 0.0231 | 0.0230 | 0.1390 | 1.1000e-004 | 8.0300e-003 | 1.3000e-004 | 8.1800e-003 | 2.1600e-003 | 1.2000e-004 | 2.2900e-003 | | 11.2625 | 11.2625 | 2.6600e-003 | 1.6800e-003 | 11.8308 |

3.4 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.7729 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.6881 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.3000e-004 | 0.0135 | 0.0101 | 2.0000e-005 | 2.8000e-004 | 3.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5701 | 2.5701 | 3.0000e-005 | 4.0000e-004 | 2.6914 |
| Vendor | 2.4700e-003 | 0.0598 | 0.0398 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 11.7648 | 11.7648 | 1.6000e-004 | 1.8200e-003 | 12.3098 |
| Worker | 0.0169 | 8.2600e-003 | 0.0975 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.7334 | 6.7334 | 1.9700e-003 | 9.9000e-004 | 7.0789 |
| Total | 0.0200 | 0.0816 | 0.1474 | 2.0000e-004 | 8.0900e-003 | 2.3000e-004 | 8.2900e-003 | 2.2200e-003 | 2.0000e-004 | 2.4300e-003 | | 21.0684 | 21.0684 | 2.1600e-003 | 3.2100e-003 | 22.0800 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.7729 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.6881 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | 0.0000 | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2026

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 6.3000e-004 | 0.0135 | 0.0101 | 2.0000e-005 | 2.8000e-004 | 3.0000e-005 | 3.0000e-004 | 8.0000e-005 | 2.0000e-005 | 1.0000e-004 | | 2.5701 | 2.5701 | 3.0000e-005 | 4.0000e-004 | 2.6914 |
| Vendor | 2.4700e-003 | 0.0598 | 0.0398 | 1.1000e-004 | 1.9600e-003 | 1.1000e-004 | 2.0600e-003 | 5.7000e-004 | 1.0000e-004 | 6.8000e-004 | | 11.7648 | 11.7648 | 1.6000e-004 | 1.8200e-003 | 12.3098 |
| Worker | 0.0169 | 8.2600e-003 | 0.0975 | 7.0000e-005 | 5.8500e-003 | 9.0000e-005 | 5.9300e-003 | 1.5700e-003 | 8.0000e-005 | 1.6500e-003 | | 6.7334 | 6.7334 | 1.9700e-003 | 9.9000e-004 | 7.0789 |
| Total | 0.0200 | 0.0816 | 0.1474 | 2.0000e-004 | 8.0900e-003 | 2.3000e-004 | 8.2900e-003 | 2.2200e-003 | 2.0000e-004 | 2.4300e-003 | | 21.0684 | 21.0684 | 2.1600e-003 | 3.2100e-003 | 22.0800 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| 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 |
| 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 |

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 | | |
| Other Non-Asphalt Surfaces | 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 | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Other Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |
| Other Non-Asphalt Surfaces | 0.532147 | 0.051576 | 0.168247 | 0.156703 | 0.027637 | 0.007240 | 0.012263 | 0.015987 | 0.000629 | 0.000468 | 0.022576 | 0.001367 | 0.003161 |

5.0 Energy Detail

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas 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 |
| NaturalGas 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 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| 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 |
| Other Non-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 |
| Total | | 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 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| 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 |
| Other Non-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 |
| Total | | 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 |

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | | 4.0300e-003 |
| Unmitigated | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | | 4.0300e-003 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.0910 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.6000e-004 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 4.0300e-003 |
| Total | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 4.0300e-003 |

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0294 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.0910 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.6000e-004 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 4.0300e-003 |
| Total | 0.1206 | 2.0000e-005 | 1.7600e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | | | 3.7900e-003 | 3.7900e-003 | 1.0000e-005 | 4.0300e-003 |

7.0 Water Detail

7.1 Mitigation Measures Water

Localized Screening Analysis - Phase 2 Basin - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 1 Buildout Operations (2028) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Buildout Operations (2028)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 4.80 | Acre | 4.80 | 209,088.00 | 0 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469.20 | 0 |
| City Park | 3.50 | Acre | 3.50 | 152,460.00 | 0 |
| Apartments Low Rise | 586.00 | Dwelling Unit | 38.20 | 586,000.00 | 1676 |
| Condo/Townhouse | 91.00 | Dwelling Unit | 9.00 | 91,000.00 | 260 |
| Single Family Housing | 505.00 | Dwelling Unit | 98.30 | 909,000.00 | 1444 |
| Discount Club | 160.52 | 1000sqft | 3.69 | 160,523.00 | 0 |
| Regional Shopping Center | 27.90 | 1000sqft | 0.64 | 27,900.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2028 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Buildout Operations (2028)

Land Use - Phase 1 Development Combined

Construction Phase - Operational run only (zeroed out construction parameters)

Off-road Equipment - Operational run only (zeroed out construction parameters)

Trips and VMT - Operational run only (zeroed out construction parameters)

Phase 1 Buildout Operations (2028) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading -

Architectural Coating -

Vehicle Trips - Trip rates derived from project-specific daily trips (see supporting information).

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - The project site is approximately 5 miles to existing Downtown Visalia. Project site would connect within the project site and to adjacent land uses.

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults; however, reductions from residential solar are not fully accounted for. 4,009,170 kWh/yr of on-site renewable energy for single-family housing (low density residential) included.

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2028 operational year for the residential land uses

| Table Name | Column Name | Default Value | New Value |
|----------------------|---------------------------------|---------------|-----------|
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 220.00 | 1.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------|-------------------|-------------|-------------|
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.54 | 0.52 |
| tblFleetMix | LDA | 0.54 | 0.52 |
| tblFleetMix | LDA | 0.54 | 0.52 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.03 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.0130e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0130e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0130e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.15 | 0.06 |
| tblFleetMix | MDV | 0.15 | 0.06 |
| tblFleetMix | MDV | 0.15 | 0.06 |
| tblFleetMix | MH | 3.0330e-003 | 2.6000e-003 |
| tblFleetMix | MH | 3.0330e-003 | 2.6000e-003 |
| tblFleetMix | MH | 3.0330e-003 | 2.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------|----------------------------|-------------|-------------|
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | OBUS | 6.2500e-004 | 0.00 |
| tblFleetMix | OBUS | 6.2500e-004 | 0.00 |
| tblFleetMix | OBUS | 6.2500e-004 | 0.00 |
| tblFleetMix | SBUS | 1.3370e-003 | 7.0000e-004 |
| tblFleetMix | SBUS | 1.3370e-003 | 7.0000e-004 |
| tblFleetMix | SBUS | 1.3370e-003 | 7.0000e-004 |
| tblFleetMix | UBUS | 4.6700e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6700e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6700e-004 | 4.4000e-003 |
| tblLandUse | LandUseSquareFeet | 160,520.00 | 160,523.00 |
| tblLandUse | LotAcreage | 36.63 | 38.20 |
| tblLandUse | LotAcreage | 5.69 | 9.00 |
| tblLandUse | LotAcreage | 163.96 | 98.30 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 248.00 | 0.00 |
| tblVehicleTrips | DV_TP | 40.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 15.00 | 20.40 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 45.00 | 79.60 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 53.75 | 99.38 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 33.67 | 99.38 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 41.80 | 99.38 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 1 Buildout Operations (2028) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|-----------|--|--|
| 1 | 3-1-2022 | 5-31-2022 | 11.7267 | 11.7267 |
| | | Highest | 11.7267 | 11.7267 |

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 | 6.1933 | 0.5432 | 8.9583 | 3.2900e-003 | | 0.0844 | 0.0844 | | 0.0844 | 0.0844 | 0.0000 | 526.3912 | 526.3912 | 0.0236 | 9.3900e-003 | 529.7776 |
| Energy | 0.1270 | 1.0884 | 0.4848 | 6.9300e-003 | | 0.0878 | 0.0878 | | 0.0878 | 0.0878 | 0.0000 | 2,857.5715 | 2,857.5715 | 0.1592 | 0.0394 | 2,873.2982 |
| Mobile | 9.3334 | 14.5314 | 87.4278 | 0.2182 | 25.0103 | 0.1713 | 25.1816 | 6.6834 | 0.1605 | 6.8439 | 0.0000 | 20,230.7548 | 20,230.7548 | 1.1090 | 1.0507 | 20,571.5864 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 314.8796 | 0.0000 | 314.8796 | 18.6089 | 0.0000 | 780.1008 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 28.8602 | 125.3294 | 154.1896 | 2.9748 | 0.0713 | 249.7992 |
| Total | 15.6538 | 16.1630 | 96.8709 | 0.2284 | 25.0103 | 0.3435 | 25.3538 | 6.6834 | 0.3327 | 7.0161 | 343.7398 | 23,740.0469 | 24,083.7867 | 22.8754 | 1.1708 | 25,004.5622 |

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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 | 6.1896 | 0.5425 | 8.8951 | 3.2800e-003 | | 0.0840 | 0.0840 | | 0.0840 | 0.0840 | 0.0000 | 526.2621 | 526.2621 | 0.0234 | 9.3900e-003 | 529.6435 |
| Energy | 0.1270 | 1.0884 | 0.4848 | 6.9300e-003 | | 0.0878 | 0.0878 | | 0.0878 | 0.0878 | 0.0000 | 2,146.5630 | 2,146.5630 | 0.0992 | 0.0322 | 2,158.6218 |
| Mobile | 9.1241 | 13.7913 | 83.0584 | 0.2037 | 23.2846 | 0.1607 | 23.4453 | 6.2223 | 0.1505 | 6.3728 | 0.0000 | 18,883.6587 | 18,883.6587 | 1.0636 | 0.9959 | 19,207.0370 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 220.4157 | 0.0000 | 220.4157 | 13.0262 | 0.0000 | 546.0706 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 23.0882 | 100.2635 | 123.3517 | 2.3798 | 0.0570 | 199.8393 |
| Total | 15.4407 | 15.4223 | 92.4383 | 0.2139 | 23.2846 | 0.3325 | 23.6171 | 6.2223 | 0.3223 | 6.5446 | 243.5039 | 21,656.7472 | 21,900.2511 | 16.5921 | 1.0945 | 22,641.2121 |

| | 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 | 1.36 | 4.58 | 4.58 | 6.36 | 6.90 | 3.20 | 6.85 | 6.90 | 3.11 | 6.72 | 29.16 | 8.78 | 9.07 | 27.47 | 6.51 | 9.45 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|----------|---------------|----------|-------------------|
| 1 | Architectural Coating | Architectural Coating | 3/1/2022 | 3/1/2022 | 5 | 1 | |

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 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 | 0.0000 | 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 |
| Total | 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 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Improve Pedestrian Network

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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 | 9.1241 | 13.7913 | 83.0584 | 0.2037 | 23.2846 | 0.1607 | 23.4453 | 6.2223 | 0.1505 | 6.3728 | 0.0000 | 18,883.65 87 | 18,883.65 87 | 1.0636 | 0.9959 | 19,207.03 70 |
| Unmitigated | 9.3334 | 14.5314 | 87.4278 | 0.2182 | 25.0103 | 0.1713 | 25.1816 | 6.6834 | 0.1605 | 6.8439 | 0.0000 | 20,230.75 48 | 20,230.75 48 | 1.1090 | 1.0507 | 20,571.58 64 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 3,782.68 | 3,782.68 | 3782.68 | 10,662,377 | 9,926,673 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 587.41 | 587.41 | 587.41 | 1,655,762 | 1,541,514 |
| Discount Club | 15,952.00 | 15,952.00 | 15952.00 | 35,557,148 | 33,103,704 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 2,994.60 | 2,994.60 | 2994.60 | 7,112,267 | 6,621,521 |
| Single Family Housing | 4,315.97 | 4,315.97 | 4315.97 | 12,165,582 | 11,326,157 |
| Total | 27,632.67 | 27,632.67 | 27,632.67 | 67,153,135 | 62,519,569 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Discount Club | 9.50 | 7.30 | 7.30 | 16.70 | 64.30 | 19.00 | 79.6 | 0 | 20.4 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Discount Club | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Apartments Low Rise | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |
| City Park | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Condo/Townhouse | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |
| Other Asphalt Surfaces | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Parking Lot | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Regional Shopping Center | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Single Family Housing | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 889.6655 | 889.6655 | 0.0751 | 9.1000e-003 | 894.2552 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,600.6740 | 1,600.6740 | 0.1351 | 0.0164 | 1,608.9316 |
| Natural Gas Mitigated | 0.1270 | 1.0884 | 0.4848 | 6.9300e-003 | | 0.0878 | 0.0878 | | 0.0878 | 0.0878 | 0.0000 | 1,256.8975 | 1,256.8975 | 0.0241 | 0.0230 | 1,264.3666 |
| Natural Gas Unmitigated | 0.1270 | 1.0884 | 0.4848 | 6.9300e-003 | | 0.0878 | 0.0878 | | 0.0878 | 0.0878 | 0.0000 | 1,256.8975 | 1,256.8975 | 0.0241 | 0.0230 | 1,264.3666 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 9.44653e+006 | 0.0509 | 0.4353 | 0.1852 | 2.7800e-003 | | 0.0352 | 0.0352 | | 0.0352 | 0.0352 | 0.0000 | 504.1029 | 504.1029 | 9.6600e-003 | 9.2400e-003 | 507.0985 |
| City Park | 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 |
| Condo/Townhouse | 1.04192e+006 | 5.6200e-003 | 0.0480 | 0.0204 | 3.1000e-004 | | 3.8800e-003 | 3.8800e-003 | | 3.8800e-003 | 3.8800e-003 | 0.0000 | 55.6010 | 55.6010 | 1.0700e-003 | 1.0200e-003 | 55.9314 |
| Discount Club | 906955 | 4.8900e-003 | 0.0445 | 0.0374 | 2.7000e-004 | | 3.3800e-003 | 3.3800e-003 | | 3.3800e-003 | 3.3800e-003 | 0.0000 | 48.3986 | 48.3986 | 9.3000e-004 | 8.9000e-004 | 48.6862 |
| 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 |
| Regional Shopping Center | 157635 | 8.5000e-004 | 7.7300e-003 | 6.4900e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 8.4120 | 8.4120 | 1.6000e-004 | 1.5000e-004 | 8.4620 |
| Single Family Housing | 1.20003e+007 | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| Total | | 0.1270 | 1.0884 | 0.4848 | 6.9400e-003 | | 0.0878 | 0.0878 | | 0.0878 | 0.0878 | 0.0000 | 1,256.8975 | 1,256.8975 | 0.0241 | 0.0230 | 1,264.3666 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 9.44653e+006 | 0.0509 | 0.4353 | 0.1852 | 2.7800e-003 | | 0.0352 | 0.0352 | | 0.0352 | 0.0352 | 0.0000 | 504.1029 | 504.1029 | 9.6600e-003 | 9.2400e-003 | 507.0985 |
| City Park | 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 |
| Condo/Townhouse | 1.04192e+006 | 5.6200e-003 | 0.0480 | 0.0204 | 3.1000e-004 | | 3.8800e-003 | 3.8800e-003 | | 3.8800e-003 | 3.8800e-003 | 0.0000 | 55.6010 | 55.6010 | 1.0700e-003 | 1.0200e-003 | 55.9314 |
| Discount Club | 906955 | 4.8900e-003 | 0.0445 | 0.0374 | 2.7000e-004 | | 3.3800e-003 | 3.3800e-003 | | 3.3800e-003 | 3.3800e-003 | 0.0000 | 48.3986 | 48.3986 | 9.3000e-004 | 8.9000e-004 | 48.6862 |
| 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 |
| Regional Shopping Center | 157635 | 8.5000e-004 | 7.7300e-003 | 6.4900e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 8.4120 | 8.4120 | 1.6000e-004 | 1.5000e-004 | 8.4620 |
| Single Family Housing | 1.20003e+007 | 0.0647 | 0.5530 | 0.2353 | 3.5300e-003 | | 0.0447 | 0.0447 | | 0.0447 | 0.0447 | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| Total | | 0.1270 | 1.0884 | 0.4848 | 6.9400e-003 | | 0.0878 | 0.0878 | | 0.0878 | 0.0878 | 0.0000 | 1,256.8975 | 1,256.8975 | 0.0241 | 0.0230 | 1,264.3666 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 2.41561e+006 | 428.3975 | 0.0362 | 4.3800e-003 | 430.6076 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 448510 | 79.5412 | 6.7100e-003 | 8.1000e-004 | 79.9516 |
| Discount Club | 1.57955e+006 | 280.1255 | 0.0236 | 2.8700e-003 | 281.5706 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 298364 | 52.9136 | 4.4700e-003 | 5.4000e-004 | 53.1865 |
| Regional Shopping Center | 274536 | 48.6877 | 4.1100e-003 | 5.0000e-004 | 48.9389 |
| Single Family Housing | 4.00917e+006 | 711.0084 | 0.0600 | 7.2700e-003 | 714.6764 |
| Total | | 1,600.6740 | 0.1351 | 0.0164 | 1,608.9316 |

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5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.91446e+006 | 339.5215 | 0.0287 | 3.4700e-003 | 341.2730 |
| City Park | -501146 | -88.8761 | -0.0075 | -0.0009 | -89.3346 |
| Condo/Townhouse | -52636.4 | -9.3348 | -0.0008 | -0.0001 | -9.3830 |
| Discount Club | 1.0784e+006 | 191.2495 | 0.0161 | 1.9600e-003 | 192.2361 |
| Other Asphalt Surfaces | -501146 | -88.8761 | -0.0075 | -0.0009 | -89.3346 |
| Parking Lot | -202782 | -35.9625 | -0.0030 | -0.0004 | -36.1480 |
| Regional Shopping Center | -226610 | -40.1883 | -0.0034 | -0.0004 | -40.3956 |
| Single Family Housing | 3.50802e+006 | 622.1323 | 0.0525 | 6.3600e-003 | 625.3418 |
| Total | | 889.6655 | 0.0751 | 9.0900e-003 | 894.2552 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | 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 | 6.1896 | 0.5425 | 8.8951 | 3.2800e-003 | | 0.0840 | 0.0840 | | 0.0840 | 0.0840 | 0.0000 | 526.2621 | 526.2621 | 0.0234 | 9.3900e-003 | 529.6435 |
| Unmitigated | 6.1933 | 0.5432 | 8.9583 | 3.2900e-003 | | 0.0844 | 0.0844 | | 0.0844 | 0.0844 | 0.0000 | 526.3912 | 526.3912 | 0.0236 | 9.3900e-003 | 529.7776 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.5620 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 5.3161 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0517 | 0.4421 | 0.1882 | 2.8200e-003 | | 0.0358 | 0.0358 | | 0.0358 | 0.0358 | 0.0000 | 512.0511 | 512.0511 | 9.8100e-003 | 9.3900e-003 | 515.0940 |
| Landscaping | 0.2634 | 0.1010 | 8.7702 | 4.6000e-004 | | 0.0487 | 0.0487 | | 0.0487 | 0.0487 | 0.0000 | 14.3401 | 14.3401 | 0.0137 | 0.0000 | 14.6836 |
| Total | 6.1933 | 0.5432 | 8.9583 | 3.2800e-003 | | 0.0844 | 0.0844 | | 0.0844 | 0.0844 | 0.0000 | 526.3912 | 526.3912 | 0.0236 | 9.3900e-003 | 529.7776 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.5620 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 5.3161 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0517 | 0.4421 | 0.1882 | 2.8200e-003 | | 0.0358 | 0.0358 | | 0.0358 | 0.0358 | 0.0000 | 512.0511 | 512.0511 | 9.8100e-003 | 9.3900e-003 | 515.0940 |
| Landscaping | 0.2597 | 0.1004 | 8.7070 | 4.6000e-004 | | 0.0483 | 0.0483 | | 0.0483 | 0.0483 | 0.0000 | 14.2109 | 14.2109 | 0.0135 | 0.0000 | 14.5495 |
| Total | 6.1896 | 0.5425 | 8.8951 | 3.2800e-003 | | 0.0840 | 0.0840 | | 0.0840 | 0.0840 | 0.0000 | 526.2621 | 526.2621 | 0.0234 | 9.3900e-003 | 529.6435 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 123.3517 | 2.3798 | 0.0570 | 199.8393 |
| Unmitigated | 154.1896 | 2.9748 | 0.0713 | 249.7992 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 38.1803 / 24.0702 | 63.6918 | 1.2485 | 0.0299 | 103.8146 |
| City Park | 0 / 4.17018 | 2.5885 | 2.2000e-004 | 3.0000e-005 | 2.6018 |
| Condo/Townhouse | 5.92902 / 3.73786 | 9.8907 | 0.1939 | 4.6400e-003 | 16.1214 |
| Discount Club | 11.8901 / 7.28749 | 19.7056 | 0.3888 | 9.3100e-003 | 32.1999 |
| 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 |
| Regional Shopping Center | 2.06662 / 1.26664 | 3.4250 | 0.0676 | 1.6200e-003 | 5.5967 |
| Single Family Housing | 32.9028 / 20.7431 | 54.8880 | 1.0759 | 0.0258 | 89.4648 |
| Total | | 154.1896 | 2.9748 | 0.0713 | 249.7992 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 30.5442 / 19.2561 | 50.9535 | 0.9988 | 0.0239 | 83.0517 |
| City Park | 0 / 3.33615 | 2.0708 | 1.7000e-004 | 2.0000e-005 | 2.0815 |
| Condo/Townhouse | 4.74321 / 2.99029 | 7.9126 | 0.1551 | 3.7100e-003 | 12.8971 |
| Discount Club | 9.5121 / 5.82999 | 15.7645 | 0.3110 | 7.4500e-003 | 25.7600 |
| 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 |
| Regional Shopping Center | 1.6533 / 1.01331 | 2.7400 | 0.0541 | 1.2900e-003 | 4.4773 |
| Single Family Housing | 26.3222 / 16.5944 | 43.9104 | 0.8607 | 0.0206 | 71.5718 |
| Total | | 123.3517 | 2.3798 | 0.0570 | 199.8393 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 220.4157 | 13.0262 | 0.0000 | 546.0706 |
| Unmitigated | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 269.56 | 54.7182 | 3.2338 | 0.0000 | 135.5621 |
| City Park | 0.3 | 0.0609 | 3.6000e-003 | 0.0000 | 0.1509 |
| Condo/Townhouse | 41.86 | 8.4972 | 0.5022 | 0.0000 | 21.0515 |
| Discount Club | 690.35 | 140.1348 | 8.2817 | 0.0000 | 347.1781 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 29.29 | 5.9456 | 0.3514 | 0.0000 | 14.7300 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 188.692 | 38.3028 | 2.2636 | 0.0000 | 94.8935 |
| City Park | 0.21 | 0.0426 | 2.5200e-003 | 0.0000 | 0.1056 |
| Condo/Townhouse | 29.302 | 5.9480 | 0.3515 | 0.0000 | 14.7360 |
| Discount Club | 483.245 | 98.0944 | 5.7972 | 0.0000 | 243.0246 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 20.503 | 4.1619 | 0.2460 | 0.0000 | 10.3110 |
| Single Family Housing | 363.888 | 73.8660 | 4.3654 | 0.0000 | 182.9998 |
| Total | | 220.4157 | 13.0262 | 0.0000 | 546.0706 |

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|----------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 18.29 | Acre | 18.29 | 796,712.40 | 0 |
| Other Non-Asphalt Surfaces | 11.40 | Acre | 11.40 | 0.00 | 0 |
| Parking Lot | 15.94 | Acre | 15.94 | 694,346.40 | 0 |
| City Park | 14.10 | Acre | 14.10 | 614,196.00 | 0 |
| Apartments Low Rise | 326.00 | Dwelling Unit | 20.38 | 326,000.00 | 932 |
| Condo/Townhouse | 667.00 | Dwelling Unit | 41.69 | 667,000.00 | 1908 |
| Single Family Housing | 1,087.00 | Dwelling Unit | 207.60 | 1,956,600.00 | 3109 |
| Regional Shopping Center | 8.50 | 1000sqft | 0.20 | 8,500.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2035 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 2 Buildout Operations (2037)
 Unmitigated Construction and 2037 Operations (2035 operational year used, as the closest options in CalEEMod are 2035 or 2040)
 CO2 intensity factor updated to match RPS requirements
 Land Use - Phase 2 Development Combined
 Construction Phase - Operational run only (zeroed out construction parameters)
 Off-road Equipment - Operational run only (zeroed out construction parameters)

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT - Operational run only (zeroed out construction parameters)

Grading -

Architectural Coating -

Vehicle Trips - Trip rates derived from project-specific daily trips (see supporting information).

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - The project site is approximately 5 miles to existing Downtown Visalia. Project site would connect within the project site and to adjacent land uses.

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults; however, reductions from residential solar are not fully accounted for. 8,629,640 kWh/yr of on-site renewable energy for single-family housing (low density residential) included.

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2037 operational year for the residential land uses

| Table Name | Column Name | Default Value | New Value |
|----------------------|---------------------------------|---------------|-----------|
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 440.00 | 1.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------|-------------------|-------------|-------------|
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.57 | 0.49 |
| tblFleetMix | LDA | 0.57 | 0.49 |
| tblFleetMix | LDA | 0.57 | 0.49 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT1 | 0.05 | 0.23 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.02 | 9.0000e-004 |
| tblFleetMix | LHD1 | 0.02 | 9.0000e-004 |
| tblFleetMix | LHD1 | 0.02 | 9.0000e-004 |
| tblFleetMix | LHD2 | 5.8430e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 5.8430e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 5.8430e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 3.0000e-003 |
| tblFleetMix | MCY | 0.02 | 3.0000e-003 |
| tblFleetMix | MCY | 0.02 | 3.0000e-003 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MDV | 0.13 | 0.06 |
| tblFleetMix | MH | 2.4450e-003 | 4.0000e-003 |
| tblFleetMix | MH | 2.4450e-003 | 4.0000e-003 |
| tblFleetMix | MH | 2.4450e-003 | 4.0000e-003 |

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| | | | |
|---------------------------|----------------------------|-------------|-------------|
| tblFleetMix | MHD | 0.01 | 7.8000e-003 |
| tblFleetMix | MHD | 0.01 | 7.8000e-003 |
| tblFleetMix | MHD | 0.01 | 7.8000e-003 |
| tblFleetMix | OBUS | 5.9100e-004 | 0.00 |
| tblFleetMix | OBUS | 5.9100e-004 | 0.00 |
| tblFleetMix | OBUS | 5.9100e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1480e-003 | 1.1000e-003 |
| tblFleetMix | SBUS | 1.1480e-003 | 1.1000e-003 |
| tblFleetMix | SBUS | 1.1480e-003 | 1.1000e-003 |
| tblFleetMix | UBUS | 4.5900e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.5900e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.5900e-004 | 4.4000e-003 |
| tblLandUse | LandUseSquareFeet | 496,584.00 | 0.00 |
| tblLandUse | LotAcreage | 352.92 | 207.60 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | WorkerTripNumber | 399.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |

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| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 28.0547 | 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 |
| Maximum | 28.0547 | 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 |

Mitigated Construction

| | 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 |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 28.0547 | 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 |
| Maximum | 28.0547 | 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 |

| | 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 |

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|--|--|---------|--|
| | | 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 | 10.3549 | 0.9556 | 15.7217 | 5.7800e-003 | | 0.1486 | 0.1486 | | 0.1486 | 0.1486 | 0.0000 | 926.3005 | 926.3005 | 0.0413 | 0.0165 | 932.2556 |
| Energy | 0.2091 | 1.7866 | 0.7612 | 0.0114 | | 0.1444 | 0.1444 | | 0.1444 | 0.1444 | 0.0000 | 4,028.5427 | 4,028.5427 | 0.2430 | 0.0626 | 4,053.2687 |
| Mobile | 2.8453 | 6.8776 | 39.3301 | 0.1277 | 17.2724 | 0.0789 | 17.3513 | 4.6121 | 0.0740 | 4.6862 | 0.0000 | 11,914.4582 | 11,914.4582 | 0.5982 | 0.5602 | 12,096.3442 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 321.9762 | 0.0000 | 321.9762 | 19.0283 | 0.0000 | 797.6823 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 43.1941 | 158.0484 | 201.2425 | 4.4529 | 0.1067 | 344.3731 |
| Total | 13.4093 | 9.6199 | 55.8130 | 0.1449 | 17.2724 | 0.3719 | 17.6443 | 4.6121 | 0.3670 | 4.9792 | 365.1703 | 17,027.3498 | 17,392.5200 | 24.3636 | 0.7460 | 18,223.9239 |

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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 | 10.3485 | 0.9545 | 15.6107 | 5.7700e-003 | | 0.1479 | 0.1479 | | 0.1479 | 0.1479 | 0.0000 | 926.0732 | 926.0732 | 0.0410 | 0.0165 | 932.0197 |
| Energy | 0.2091 | 1.7866 | 0.7612 | 0.0114 | | 0.1444 | 0.1444 | | 0.1444 | 0.1444 | 0.0000 | 2,783.9787 | 2,783.9787 | 0.1139 | 0.0469 | 2,800.8094 |
| Mobile | 2.8024 | 6.5477 | 37.4347 | 0.1192 | 16.0806 | 0.0740 | 16.1545 | 4.2939 | 0.0694 | 4.3633 | 0.0000 | 11,118.9257 | 11,118.9257 | 0.5686 | 0.5309 | 11,291.3572 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 225.3833 | 0.0000 | 225.3833 | 13.3198 | 0.0000 | 558.3776 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 34.5553 | 126.4387 | 160.9940 | 3.5623 | 0.0854 | 275.4985 |
| Total | 13.3599 | 9.2889 | 53.8067 | 0.1363 | 16.0806 | 0.3663 | 16.4469 | 4.2939 | 0.3617 | 4.6556 | 259.9386 | 14,955.4164 | 15,215.3549 | 17.6055 | 0.6798 | 15,858.0625 |

| | 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 | 0.37 | 3.44 | 3.59 | 5.89 | 6.90 | 1.51 | 6.79 | 6.90 | 1.45 | 6.50 | 28.82 | 12.17 | 12.52 | 27.74 | 8.88 | 12.98 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Architectural Coating | Architectural Coating | 10/1/2022 | 10/3/2022 | 5 | 1 | |

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 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 | 0.0000 | 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 |
| Total | 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 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Improve Pedestrian Network

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 2.8024 | 6.5477 | 37.4347 | 0.1192 | 16.0806 | 0.0740 | 16.1545 | 4.2939 | 0.0694 | 4.3633 | 0.0000 | 11,118.9257 | 11,118.9257 | 0.5686 | 0.5309 | 11,291.3572 |
| Unmitigated | 2.8453 | 6.8776 | 39.3301 | 0.1277 | 17.2724 | 0.0789 | 17.3513 | 4.6121 | 0.0740 | 4.6862 | 0.0000 | 11,914.4582 | 11,914.4582 | 0.5982 | 0.5602 | 12,096.3442 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|----------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,104.36 | 2,104.36 | 2104.36 | 5,931,629 | 5,522,347 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 4,305.54 | 4,305.54 | 4305.54 | 12,136,186 | 11,298,789 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 912.33 | 912.33 | 912.33 | 2,166,820 | 2,017,309 |
| Single Family Housing | 9,290.03 | 9,290.03 | 9290.03 | 26,186,114 | 24,379,272 |
| Total | 16,612.26 | 16,612.26 | 16,612.26 | 46,420,749 | 43,217,718 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |
| City Park | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Condo/Townhouse | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |
| Other Asphalt Surfaces | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Other Non-Asphalt Surfaces | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Parking Lot | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Regional Shopping Center | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Single Family Housing | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 715.0307 | 715.0307 | 0.0742 | 9.0000e-003 | 719.5667 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,959.5947 | 1,959.5947 | 0.2034 | 0.0247 | 1,972.0259 |
| NaturalGas Mitigated | 0.2091 | 1.7866 | 0.7612 | 0.0114 | | 0.1444 | 0.1444 | | 0.1444 | 0.1444 | 0.0000 | 2,068.9480 | 2,068.9480 | 0.0397 | 0.0379 | 2,081.2427 |
| NaturalGas Unmitigated | 0.2091 | 1.7866 | 0.7612 | 0.0114 | | 0.1444 | 0.1444 | | 0.1444 | 0.1444 | 0.0000 | 2,068.9480 | 2,068.9480 | 0.0397 | 0.0379 | 2,081.2427 |

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 5.25524e+006 | 0.0283 | 0.2422 | 0.1030 | 1.5500e-003 | | 0.0196 | 0.0196 | | 0.0196 | 0.0196 | 0.0000 | 280.4395 | 280.4395 | 5.3800e-003 | 5.1400e-003 | 282.1060 |
| City Park | 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 |
| Condo/Townhouse | 7.63696e+006 | 0.0412 | 0.3519 | 0.1497 | 2.2500e-003 | | 0.0285 | 0.0285 | | 0.0285 | 0.0285 | 0.0000 | 407.5371 | 407.5371 | 7.8100e-003 | 7.4700e-003 | 409.9589 |
| 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 |
| Other Non-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 |
| Regional Shopping Center | 48025 | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| Single Family Housing | 2.58304e+007 | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| Total | | 0.2091 | 1.7866 | 0.7612 | 0.0114 | | 0.1444 | 0.1444 | | 0.1444 | 0.1444 | 0.0000 | 2,068.9480 | 2,068.9480 | 0.0397 | 0.0379 | 2,081.2428 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 5.25524e+006 | 0.0283 | 0.2422 | 0.1030 | 1.5500e-003 | | 0.0196 | 0.0196 | | 0.0196 | 0.0196 | 0.0000 | 280.4395 | 280.4395 | 5.3800e-003 | 5.1400e-003 | 282.1060 |
| City Park | 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 |
| Condo/Townhouse | 7.63696e+006 | 0.0412 | 0.3519 | 0.1497 | 2.2500e-003 | | 0.0285 | 0.0285 | | 0.0285 | 0.0285 | 0.0000 | 407.5371 | 407.5371 | 7.8100e-003 | 7.4700e-003 | 409.9589 |
| 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 |
| Other Non-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 |
| Regional Shopping Center | 48025 | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| Single Family Housing | 2.58304e+007 | 0.1393 | 1.1902 | 0.5065 | 7.6000e-003 | | 0.0962 | 0.0962 | | 0.0962 | 0.0962 | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| Total | | 0.2091 | 1.7866 | 0.7612 | 0.0114 | | 0.1444 | 0.1444 | | 0.1444 | 0.1444 | 0.0000 | 2,068.9480 | 2,068.9480 | 0.0397 | 0.0379 | 2,081.2428 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.34384e+006 | 193.8078 | 0.0201 | 2.4400e-003 | 195.0373 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.28743e+006 | 474.1121 | 0.0492 | 5.9600e-003 | 477.1197 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 243021 | 35.0485 | 3.6400e-003 | 4.4000e-004 | 35.2708 |
| Regional Shopping Center | 83640 | 12.0625 | 1.2500e-003 | 1.5000e-004 | 12.1391 |
| Single Family Housing | 8.62964e+006 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| Total | | 1,959.5947 | 0.2034 | 0.0247 | 1,972.0259 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 265132 | 38.2373 | 3.9700e-003 | 4.8000e-004 | 38.4799 |
| City Park | -1.07871e+006 | -155.5705 | -0.0162 | -0.0020 | -156.5574 |
| Condo/Townhouse | 2.20872e+006 | 318.5416 | 0.0331 | 4.0100e-003 | 320.5623 |
| Other Asphalt Surfaces | -1.07871e+006 | -155.5705 | -0.0162 | -0.0020 | -156.5574 |
| Other Non-Asphalt Surfaces | -1.07871e+006 | -155.5705 | -0.0162 | -0.0020 | -156.5574 |
| Parking Lot | -835684 | -120.5221 | -0.0125 | -0.0015 | -121.2866 |
| Regional Shopping Center | -995065 | -143.5080 | -0.0149 | -0.0018 | -144.4184 |
| Single Family Housing | 7.55093e+006 | 1,088.9933 | 0.1130 | 0.0137 | 1,095.9017 |
| Total | | 715.0306 | 0.0742 | 8.9800e-003 | 719.5666 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | 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 | 10.3485 | 0.9545 | 15.6107 | 5.7700e-003 | | 0.1479 | 0.1479 | | 0.1479 | 0.1479 | 0.0000 | 926.0732 | 926.0732 | 0.0410 | 0.0165 | 932.0197 |
| Unmitigated | 10.3549 | 0.9556 | 15.7217 | 5.7800e-003 | | 0.1486 | 0.1486 | | 0.1486 | 0.1486 | 0.0000 | 926.3005 | 926.3005 | 0.0413 | 0.0165 | 932.2556 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | 0.9559 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 8.8478 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0911 | 0.7781 | 0.3311 | 4.9700e-003 | | 0.0629 | 0.0629 | | 0.0629 | 0.0629 | 0.0000 | 901.0714 | 901.0714 | 0.0173 | 0.0165 | 906.4260 |
| Landscaping | 0.4602 | 0.1776 | 15.3906 | 8.2000e-004 | | 0.0857 | 0.0857 | | 0.0857 | 0.0857 | 0.0000 | 25.2291 | 25.2291 | 0.0240 | 0.0000 | 25.8296 |
| Total | 10.3549 | 0.9556 | 15.7217 | 5.7900e-003 | | 0.1486 | 0.1486 | | 0.1486 | 0.1486 | 0.0000 | 926.3005 | 926.3005 | 0.0413 | 0.0165 | 932.2556 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | 0.9559 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 8.8478 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0911 | 0.7781 | 0.3311 | 4.9700e-003 | | 0.0629 | 0.0629 | | 0.0629 | 0.0629 | 0.0000 | 901.0714 | 901.0714 | 0.0173 | 0.0165 | 906.4260 |
| Landscaping | 0.4537 | 0.1765 | 15.2796 | 8.1000e-004 | | 0.0850 | 0.0850 | | 0.0850 | 0.0850 | 0.0000 | 25.0019 | 25.0019 | 0.0237 | 0.0000 | 25.5937 |
| Total | 10.3485 | 0.9545 | 15.6107 | 5.7800e-003 | | 0.1479 | 0.1479 | | 0.1479 | 0.1479 | 0.0000 | 926.0732 | 926.0732 | 0.0410 | 0.0165 | 932.0197 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 160.9940 | 3.5623 | 0.0854 | 275.4985 |
| Unmitigated | 201.2425 | 4.4529 | 0.1067 | 344.3731 |

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|---------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 21.2402 / 13.3906 | 30.0730 | 0.6945 | 0.0166 | 52.3938 |
| City Park | 0 / 16.7999 | 8.4801 | 8.8000e-004 | 1.1000e-004 | 8.5339 |
| Condo/Townhouse | 43.4577 / 27.3973 | 61.5297 | 1.4210 | 0.0340 | 107.1984 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 0.629616 / 0.385894 | 0.8859 | 0.0206 | 4.9000e-004 | 1.5475 |
| Single Family Housing | 70.8224 / 44.6489 | 100.2740 | 2.3158 | 0.0555 | 174.6996 |
| Total | | 201.2425 | 4.4529 | 0.1068 | 344.3731 |

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|---------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 16.9922 / 10.7125 | 24.0584 | 0.5556 | 0.0133 | 41.9151 |
| City Park | 0 / 13.4399 | 6.7841 | 7.0000e-004 | 9.0000e-005 | 6.8271 |
| Condo/Townhouse | 34.7662 / 21.9178 | 49.2237 | 1.1368 | 0.0272 | 85.7587 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 0.503693 / 0.308715 | 0.7087 | 0.0165 | 3.9000e-004 | 1.2380 |
| Single Family Housing | 56.6579 / 35.7191 | 80.2192 | 1.8527 | 0.0444 | 139.7597 |
| Total | | 160.9940 | 3.5623 | 0.0854 | 275.4985 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 225.3833 | 13.3198 | 0.0000 | 558.3776 |
| Unmitigated | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 149.96 | 30.4405 | 1.7990 | 0.0000 | 75.4151 |
| City Park | 1.21 | 0.2456 | 0.0145 | 0.0000 | 0.6085 |
| Condo/Townhouse | 306.82 | 62.2817 | 3.6807 | 0.0000 | 154.3002 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 8.93 | 1.8127 | 0.1071 | 0.0000 | 4.4909 |
| Single Family Housing | 1119.24 | 227.1956 | 13.4269 | 0.0000 | 562.8675 |
| Total | | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 104.972 | 21.3084 | 1.2593 | 0.0000 | 52.7906 |
| City Park | 0.847 | 0.1719 | 0.0102 | 0.0000 | 0.4260 |
| Condo/Townhouse | 214.774 | 43.5972 | 2.5765 | 0.0000 | 108.0102 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 6.251 | 1.2689 | 0.0750 | 0.0000 | 3.1436 |
| Single Family Housing | 783.468 | 159.0369 | 9.3988 | 0.0000 | 394.0073 |
| Total | | 225.3833 | 13.3198 | 0.0000 | 558.3776 |

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

Phase 2 Buildout Operations (2037) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Buildout Operations (2028) BAU Scenario

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 4.80 | Acre | 4.80 | 209,088.00 | 0 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469.20 | 0 |
| City Park | 3.50 | Acre | 3.50 | 152,460.00 | 0 |
| Apartments Low Rise | 586.00 | Dwelling Unit | 38.20 | 586,000.00 | 1676 |
| Condo/Townhouse | 91.00 | Dwelling Unit | 9.00 | 91,000.00 | 260 |
| Single Family Housing | 505.00 | Dwelling Unit | 98.30 | 909,000.00 | 1444 |
| Discount Club | 160.52 | 1000sqft | 3.69 | 160,523.00 | 0 |
| Regional Shopping Center | 27.90 | 1000sqft | 0.64 | 27,900.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2005 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Buildout Operations (2028) - BAU Scenario

Land Use - Phase 1 Development Combined

Construction Phase - Operational run only (zeroed out construction parameters)

Off-road Equipment - Operational run only (zeroed out construction parameters)

Trips and VMT - Operational run only (zeroed out construction parameters)

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

- Grading -
- Architectural Coating -
- Vehicle Trips - Trip rates derived from project-specific daily trips (see supporting information).
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Woodstoves - SJVAPCD Rule 4901 Woodburning
- Consumer Products -
- Area Coating -
- Energy Use -
- Water And Wastewater -
- Solid Waste -
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Area Mitigation - No woodburning fireplaces (only natural gas hearth).
- Energy Mitigation -
- Water Mitigation -
- Waste Mitigation -
- Fleet Mix - Phase 1 Buildout Year Operations - 2028 BAU Scenario - 2028 Fleet Mix Applied
- SJVAPCD-approved Residential Fleet Mix for the 2028 operational year for the residential land uses

| Table Name | Column Name | Default Value | New Value |
|----------------------|-------------------|---------------|-----------|
| tblConstructionPhase | NumDays | 220.00 | 1.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------|------|------|-------------|
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | LDA | 0.45 | 0.52 |
| tblFleetMix | LDA | 0.45 | 0.54 |
| tblFleetMix | LDA | 0.45 | 0.52 |
| tblFleetMix | LDA | 0.45 | 0.54 |
| tblFleetMix | LDA | 0.45 | 0.54 |
| tblFleetMix | LDA | 0.45 | 0.54 |
| tblFleetMix | LDA | 0.45 | 0.54 |
| tblFleetMix | LDA | 0.45 | 0.54 |
| tblFleetMix | LDA | 0.45 | 0.52 |
| tblFleetMix | LDT1 | 0.09 | 0.22 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.22 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.22 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.05 | 8.0000e-004 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------|------|-------------|-------------|
| tblFleetMix | LHD1 | 0.05 | 0.03 |
| tblFleetMix | LHD1 | 0.05 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.05 | 0.03 |
| tblFleetMix | LHD1 | 0.05 | 0.03 |
| tblFleetMix | LHD1 | 0.05 | 0.03 |
| tblFleetMix | LHD1 | 0.05 | 0.03 |
| tblFleetMix | LHD1 | 0.05 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 7.0130e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 7.0130e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 7.0130e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 7.0130e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 7.0130e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 0.02 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 0.02 |
| tblFleetMix | MCY | 0.02 | 0.02 |
| tblFleetMix | MCY | 0.02 | 0.02 |
| tblFleetMix | MCY | 0.02 | 0.02 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MDV | 0.19 | 0.15 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MDV | 0.19 | 0.15 |
| tblFleetMix | MDV | 0.19 | 0.15 |
| tblFleetMix | MDV | 0.19 | 0.15 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------|------|-------------|-------------|
| tblFleetMix | MDV | 0.19 | 0.15 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MH | 9.2700e-003 | 2.6000e-003 |
| tblFleetMix | MH | 9.2700e-003 | 3.0330e-003 |
| tblFleetMix | MH | 9.2700e-003 | 2.6000e-003 |
| tblFleetMix | MH | 9.2700e-003 | 3.0330e-003 |
| tblFleetMix | MH | 9.2700e-003 | 3.0330e-003 |
| tblFleetMix | MH | 9.2700e-003 | 3.0330e-003 |
| tblFleetMix | MH | 9.2700e-003 | 2.6000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | OBUS | 7.1100e-004 | 6.2500e-004 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | OBUS | 7.1100e-004 | 6.2500e-004 |
| tblFleetMix | OBUS | 7.1100e-004 | 6.2500e-004 |
| tblFleetMix | OBUS | 7.1100e-004 | 6.2500e-004 |
| tblFleetMix | OBUS | 7.1100e-004 | 6.2500e-004 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1500e-003 | 7.0000e-004 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.3370e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 7.0000e-004 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------|----------------------------|-------------|-------------|
| tblFleetMix | SBUS | 1.1500e-003 | 1.3370e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.3370e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.3370e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.3370e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 7.0000e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.6700e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.6700e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.6700e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.6700e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.6700e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblLandUse | LandUseSquareFeet | 160,520.00 | 160,523.00 |
| tblLandUse | LotAcreage | 36.63 | 38.20 |
| tblLandUse | LotAcreage | 5.69 | 9.00 |
| tblLandUse | LotAcreage | 163.96 | 98.30 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 248.00 | 0.00 |
| tblVehicleTrips | DV_TP | 40.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 15.00 | 20.40 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 45.00 | 79.60 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | ST_TR | 53.75 | 99.38 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 33.67 | 99.38 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 41.80 | 99.38 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Mitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

| | 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 |

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

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|--|--|---------|--|
| | | 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 | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0328 | 9.3900e-003 | 530.0085 |
| Energy | | | | | | | | | | | 0.0000 | 3,250.4005 | 3,250.4005 | 0.1736 | 0.0458 | 3,268.3792 |
| Mobile | | | | | | | | | | | 0.0000 | 31,384.6619 | 31,384.6619 | 5.2122 | 3.9147 | 32,681.5540 |
| Waste | | | | | | | | | | | 314.8796 | 0.0000 | 314.8796 | 18.6089 | 0.0000 | 780.1008 |
| Water | | | | | | | | | | | 28.8602 | 125.3294 | 154.1896 | 2.9748 | 0.0713 | 249.7992 |
| Total | | | | | | | | | | | 343.7398 | 35,286.7830 | 35,630.5228 | 27.0022 | 4.0412 | 37,509.8417 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | | | | | | | 0.0000 | 526.2621 | 526.2621 | 0.0324 | 9.3900e-003 | 529.8703 |
| Energy | | | | | | | | | | | 0.0000 | 3,250.4005 | 3,250.4005 | 0.1736 | 0.0458 | 3,268.3792 |
| Mobile | | | | | | | | | | | 0.0000 | 31,384.6619 | 31,384.6619 | 5.2122 | 3.9147 | 32,681.5540 |
| Waste | | | | | | | | | | | 314.8796 | 0.0000 | 314.8796 | 18.6089 | 0.0000 | 780.1008 |
| Water | | | | | | | | | | | 28.8602 | 125.3294 | 154.1896 | 2.9748 | 0.0713 | 249.7992 |
| Total | | | | | | | | | | | 343.7398 | 35,286.6538 | 35,630.3936 | 27.0019 | 4.0412 | 37,509.7036 |

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|----------|---------------|----------|-------------------|
| 1 | Architectural Coating | Architectural Coating | 3/1/2022 | 3/1/2022 | 5 | 1 | |

Acres of Grading (Site Preparation Phase): 0

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 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 |
| Vendor | | | | | | | | | | | 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 |
| Total | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 31,384.66 19 | 31,384.66 19 | 5.2122 | 3.9147 | 32,681.55 40 |
| Unmitigated | | | | | | | | | | | 0.0000 | 31,384.66 19 | 31,384.66 19 | 5.2122 | 3.9147 | 32,681.55 40 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 3,782.68 | 3,782.68 | 3782.68 | 10,662,377 | 10,662,377 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 587.41 | 587.41 | 587.41 | 1,655,762 | 1,655,762 |
| Discount Club | 15,952.00 | 15,952.00 | 15952.00 | 35,557,148 | 35,557,148 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 2,994.60 | 2,994.60 | 2994.60 | 7,112,267 | 7,112,267 |
| Single Family Housing | 4,315.97 | 4,315.97 | 4315.97 | 12,165,582 | 12,165,582 |
| Total | 27,632.67 | 27,632.67 | 27,632.67 | 67,153,135 | 67,153,135 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Discount Club | 9.50 | 7.30 | 7.30 | 16.70 | 64.30 | 19.00 | 79.6 | 0 | 20.4 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |
| City Park | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Condo/Townhouse | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |
| Discount Club | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Other Asphalt Surfaces | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Parking Lot | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Regional Shopping Center | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Single Family Housing | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 1,705.7190 | 1,705.7190 | 0.1440 | 0.0175 | 1,714.5185 |
| Electricity Unmitigated | | | | | | | | | | | 0.0000 | 1,705.7190 | 1,705.7190 | 0.1440 | 0.0175 | 1,714.5185 |
| NaturalGas Mitigated | | | | | | | | | | | 0.0000 | 1,544.6815 | 1,544.6815 | 0.0296 | 0.0283 | 1,553.8607 |
| NaturalGas Unmitigated | | | | | | | | | | | 0.0000 | 1,544.6815 | 1,544.6815 | 0.0296 | 0.0283 | 1,553.8607 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 1.029e+007 | | | | | | | | | | | 0.0000 | 549.1127 | 549.1127 | 0.0105 | 0.0101 | 552.3759 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 1.03436e+006 | | | | | | | | | | | 0.0000 | 55.1972 | 55.1972 | 1.0600e-003 | 1.0100e-003 | 55.5252 |
| Discount Club | 1.10921e+006 | | | | | | | | | | | 0.0000 | 59.1919 | 59.1919 | 1.1300e-003 | 1.0900e-003 | 59.5436 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 192789 | | | | | | | | | | | 0.0000 | 10.2880 | 10.2880 | 2.0000e-004 | 1.9000e-004 | 10.3491 |
| Single Family Housing | 1.63199e+007 | | | | | | | | | | | 0.0000 | 870.8917 | 870.8917 | 0.0167 | 0.0160 | 876.0669 |
| Total | | | | | | | | | | | | 0.0000 | 1,544.6815 | 1,544.6815 | 0.0296 | 0.0283 | 1,553.8607 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 1.029e+007 | | | | | | | | | | | 0.0000 | 549.1127 | 549.1127 | 0.0105 | 0.0101 | 552.3759 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 1.03436e+006 | | | | | | | | | | | 0.0000 | 55.1972 | 55.1972 | 1.0600e-003 | 1.0100e-003 | 55.5252 |
| Discount Club | 1.10921e+006 | | | | | | | | | | | 0.0000 | 59.1919 | 59.1919 | 1.1300e-003 | 1.0900e-003 | 59.5436 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 192789 | | | | | | | | | | | 0.0000 | 10.2880 | 10.2880 | 2.0000e-004 | 1.9000e-004 | 10.3491 |
| Single Family Housing | 1.63199e+007 | | | | | | | | | | | 0.0000 | 870.8917 | 870.8917 | 0.0167 | 0.0160 | 876.0669 |
| Total | | | | | | | | | | | | 0.0000 | 1,544.6815 | 1,544.6815 | 0.0296 | 0.0283 | 1,553.8607 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| Land Use | Electricity Use kWh/yr | Total CO2 MT/yr | CH4 MT/yr | N2O MT/yr | CO2e MT/yr |
|--------------------------|---------------------------|--------------------|---------------|---------------|-------------------|
| Apartments Low Rise | 2.27375e+006 | 403.2395 | 0.0340 | 4.1300e-003 | 405.3197 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 425702 | 75.4963 | 6.3700e-003 | 7.7000e-004 | 75.8858 |
| Discount Club | 1.94393e+006 | 344.7480 | 0.0291 | 3.5300e-003 | 346.5265 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 750173 | 133.0398 | 0.0112 | 1.3600e-003 | 133.7262 |
| Regional Shopping Center | 337869 | 59.9196 | 5.0600e-003 | 6.1000e-004 | 60.2287 |
| Single Family Housing | 3.88663e+006 | 689.2759 | 0.0582 | 7.0500e-003 | 692.8317 |
| Total | | 1,705.7190 | 0.1440 | 0.0175 | 1,714.5185 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 2.27375e+006 | 403.2395 | 0.0340 | 4.1300e-003 | 405.3197 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 425702 | 75.4963 | 6.3700e-003 | 7.7000e-004 | 75.8858 |
| Discount Club | 1.94393e+006 | 344.7480 | 0.0291 | 3.5300e-003 | 346.5265 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 750173 | 133.0398 | 0.0112 | 1.3600e-003 | 133.7262 |
| Regional Shopping Center | 337869 | 59.9196 | 5.0600e-003 | 6.1000e-004 | 60.2287 |
| Single Family Housing | 3.88663e+006 | 689.2759 | 0.0582 | 7.0500e-003 | 692.8317 |
| Total | | 1,705.7190 | 0.1440 | 0.0175 | 1,714.5185 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use only Natural Gas Hearths

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 526.2621 | 526.2621 | 0.0324 | 9.3900e-003 | 529.8703 |
| Unmitigated | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0328 | 9.3900e-003 | 530.0085 |

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 512.0511 | 512.0511 | 9.8100e-003 | 9.3900e-003 | 515.0940 |
| Landscaping | | | | | | | | | | | 0.0000 | 14.3401 | 14.3401 | 0.0230 | 0.0000 | 14.9145 |
| Total | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0328 | 9.3900e-003 | 530.0085 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 512.0511 | 512.0511 | 9.8100e-003 | 9.3900e-003 | 515.0940 |
| Landscaping | | | | | | | | | | | 0.0000 | 14.2109 | 14.2109 | 0.0226 | 0.0000 | 14.7763 |
| Total | | | | | | | | | | | 0.0000 | 526.2621 | 526.2621 | 0.0324 | 9.3900e-003 | 529.8703 |

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 154.1896 | 2.9748 | 0.0713 | 249.7992 |
| Unmitigated | 154.1896 | 2.9748 | 0.0713 | 249.7992 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 38.1803 / 24.0702 | 63.6918 | 1.2485 | 0.0299 | 103.8146 |
| City Park | 0 / 4.17018 | 2.5885 | 2.2000e-004 | 3.0000e-005 | 2.6018 |
| Condo/Townhouse | 5.92902 / 3.73786 | 9.8907 | 0.1939 | 4.6400e-003 | 16.1214 |
| Discount Club | 11.8901 / 7.28749 | 19.7056 | 0.3888 | 9.3100e-003 | 32.1999 |
| 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 |
| Regional Shopping Center | 2.06662 / 1.26664 | 3.4250 | 0.0676 | 1.6200e-003 | 5.5967 |
| Single Family Housing | 32.9028 / 20.7431 | 54.8880 | 1.0759 | 0.0258 | 89.4648 |
| Total | | 154.1896 | 2.9748 | 0.0713 | 249.7992 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 38.1803 / 24.0702 | 63.6918 | 1.2485 | 0.0299 | 103.8146 |
| City Park | 0 / 4.17018 | 2.5885 | 2.2000e-004 | 3.0000e-005 | 2.6018 |
| Condo/Townhouse | 5.92902 / 3.73786 | 9.8907 | 0.1939 | 4.6400e-003 | 16.1214 |
| Discount Club | 11.8901 / 7.28749 | 19.7056 | 0.3888 | 9.3100e-003 | 32.1999 |
| 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 |
| Regional Shopping Center | 2.06662 / 1.26664 | 3.4250 | 0.0676 | 1.6200e-003 | 5.5967 |
| Single Family Housing | 32.9028 / 20.7431 | 54.8880 | 1.0759 | 0.0258 | 89.4648 |
| Total | | 154.1896 | 2.9748 | 0.0713 | 249.7992 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 314.8796 | 18.6089 | 0.0000 | 780.1008 |
| Unmitigated | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 269.56 | 54.7182 | 3.2338 | 0.0000 | 135.5621 |
| City Park | 0.3 | 0.0609 | 3.6000e-003 | 0.0000 | 0.1509 |
| Condo/Townhouse | 41.86 | 8.4972 | 0.5022 | 0.0000 | 21.0515 |
| Discount Club | 690.35 | 140.1348 | 8.2817 | 0.0000 | 347.1781 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 29.29 | 5.9456 | 0.3514 | 0.0000 | 14.7300 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 269.56 | 54.7182 | 3.2338 | 0.0000 | 135.5621 |
| City Park | 0.3 | 0.0609 | 3.6000e-003 | 0.0000 | 0.1509 |
| Condo/Townhouse | 41.86 | 8.4972 | 0.5022 | 0.0000 | 21.0515 |
| Discount Club | 690.35 | 140.1348 | 8.2817 | 0.0000 | 347.1781 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 29.29 | 5.9456 | 0.3514 | 0.0000 | 14.7300 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

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

Phase 1 Buildout Operations (2028) BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Operations - 2030 BAU Scenario

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1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 4.80 | Acre | 4.80 | 209,088.00 | 0 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469.20 | 0 |
| City Park | 3.50 | Acre | 3.50 | 152,460.00 | 0 |
| Apartments Low Rise | 586.00 | Dwelling Unit | 38.20 | 586,000.00 | 1676 |
| Condo/Townhouse | 91.00 | Dwelling Unit | 9.00 | 91,000.00 | 260 |
| Single Family Housing | 505.00 | Dwelling Unit | 98.30 | 909,000.00 | 1444 |
| Discount Club | 160.52 | 1000sqft | 3.69 | 160,523.00 | 0 |
| Regional Shopping Center | 27.90 | 1000sqft | 0.64 | 27,900.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2005 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 - 2030 Operations BAU Scenario

Land Use - Phase 1 Development Combined

Construction Phase - Operational run only (zeroed out construction parameters)

Off-road Equipment - Operational run only (zeroed out construction parameters)

Trips and VMT - Operational run only (zeroed out construction parameters)

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

- Grading -
- Architectural Coating -
- Vehicle Trips - Trip rates derived from project-specific daily trips (see supporting information).
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Woodstoves - SJVAPCD Rule 4901 Woodburning
- Consumer Products -
- Area Coating -
- Energy Use -
- Water And Wastewater -
- Solid Waste -
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Area Mitigation - No woodburning fireplaces (only natural gas hearth)
- Energy Mitigation -
- Water Mitigation -
- Waste Mitigation -
- Fleet Mix - 2030 BAU Scenario - 2030 Fleet mixes applied.
- SJVAPCD-approved Residential Fleet Mix for the 2030 operational year for the residential land uses

| Table Name | Column Name | Default Value | New Value |
|----------------------|-------------------|---------------|-----------|
| tblConstructionPhase | NumDays | 220.00 | 1.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------|------|-------------|-------------|
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | LDA | 0.45 | 0.51 |
| tblFleetMix | LDA | 0.45 | 0.51 |
| tblFleetMix | LDA | 0.45 | 0.54 |
| tblFleetMix | LDA | 0.45 | 0.55 |
| tblFleetMix | LDA | 0.45 | 0.51 |
| tblFleetMix | LDT1 | 0.09 | 0.22 |
| tblFleetMix | LDT1 | 0.09 | 0.22 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.22 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.05 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.05 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.05 | 0.03 |
| tblFleetMix | LHD1 | 0.05 | 0.02 |
| tblFleetMix | LHD1 | 0.05 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 7.0130e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 6.6100e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 0.02 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------|------|-------------|-------------|
| tblFleetMix | MCY | 0.02 | 0.02 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MDV | 0.19 | 0.15 |
| tblFleetMix | MDV | 0.19 | 0.14 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MH | 9.2700e-003 | 3.0000e-003 |
| tblFleetMix | MH | 9.2700e-003 | 3.0000e-003 |
| tblFleetMix | MH | 9.2700e-003 | 3.0330e-003 |
| tblFleetMix | MH | 9.2700e-003 | 2.8150e-003 |
| tblFleetMix | MH | 9.2700e-003 | 3.0000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | OBUS | 7.1100e-004 | 6.2500e-004 |
| tblFleetMix | OBUS | 7.1100e-004 | 6.1700e-004 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.3370e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.2780e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.2000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------|----------------------------|-------------|-------------|
| tblFleetMix | UBUS | 2.2000e-004 | 4.6700e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.6500e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblLandUse | LandUseSquareFeet | 160,520.00 | 160,523.00 |
| tblLandUse | LotAcreage | 36.63 | 38.20 |
| tblLandUse | LotAcreage | 5.69 | 9.00 |
| tblLandUse | LotAcreage | 163.96 | 98.30 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 248.00 | 0.00 |
| tblVehicleTrips | DV_TP | 40.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 15.00 | 20.40 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 45.00 | 79.60 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 53.75 | 99.38 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 33.67 | 99.38 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 41.80 | 99.38 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Mitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

| | 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 |

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

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|--|--|---------|--|--|
| | | 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 | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0328 | 9.3900e-003 | 530.0085 |
| Energy | | | | | | | | | | | 0.0000 | 3,250.4005 | 3,250.4005 | 0.1736 | 0.0458 | 3,268.3792 |
| Mobile | | | | | | | | | | | 0.0000 | 31,345.8910 | 31,345.8910 | 5.2166 | 3.9099 | 32,641.4507 |
| Waste | | | | | | | | | | | 314.8796 | 0.0000 | 314.8796 | 18.6089 | 0.0000 | 780.1008 |
| Water | | | | | | | | | | | 28.8602 | 125.3294 | 154.1896 | 2.9748 | 0.0713 | 249.7992 |
| Total | | | | | | | | | | | 343.7398 | 35,248.0121 | 35,591.7519 | 27.0067 | 4.0363 | 37,469.7385 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0328 | 9.3900e-003 | 530.0085 |
| Energy | | | | | | | | | | | 0.0000 | 3,250.4005 | 3,250.4005 | 0.1736 | 0.0458 | 3,268.3792 |
| Mobile | | | | | | | | | | | 0.0000 | 31,345.8910 | 31,345.8910 | 5.2166 | 3.9099 | 32,641.4507 |
| Waste | | | | | | | | | | | 314.8796 | 0.0000 | 314.8796 | 18.6089 | 0.0000 | 780.1008 |
| Water | | | | | | | | | | | 28.8602 | 125.3294 | 154.1896 | 2.9748 | 0.0713 | 249.7992 |
| Total | | | | | | | | | | | 343.7398 | 35,248.0121 | 35,591.7519 | 27.0067 | 4.0363 | 37,469.7385 |

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|----------|---------------|----------|-------------------|
| 1 | Architectural Coating | Architectural Coating | 3/1/2022 | 3/1/2022 | 5 | 1 | |

Acres of Grading (Site Preparation Phase): 0

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 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 |
| Vendor | | | | | | | | | | | 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 |
| Total | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 31,345.8910 | 31,345.8910 | 5.2166 | 3.9099 | 32,641.4507 |
| Unmitigated | | | | | | | | | | | 0.0000 | 31,345.8910 | 31,345.8910 | 5.2166 | 3.9099 | 32,641.4507 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 3,782.68 | 3,782.68 | 3782.68 | 10,662,377 | 10,662,377 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 587.41 | 587.41 | 587.41 | 1,655,762 | 1,655,762 |
| Discount Club | 15,952.00 | 15,952.00 | 15952.00 | 35,557,148 | 35,557,148 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 2,994.60 | 2,994.60 | 2994.60 | 7,112,267 | 7,112,267 |
| Single Family Housing | 4,315.97 | 4,315.97 | 4315.97 | 12,165,582 | 12,165,582 |
| Total | 27,632.67 | 27,632.67 | 27,632.67 | 67,153,135 | 67,153,135 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Discount Club | 9.50 | 7.30 | 7.30 | 16.70 | 64.30 | 19.00 | 79.6 | 0 | 20.4 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |
| City Park | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Condo/Townhouse | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |
| Discount Club | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Other Asphalt Surfaces | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Parking Lot | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Regional Shopping Center | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Single Family Housing | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 1,705.7190 | 1,705.7190 | 0.1440 | 0.0175 | 1,714.5185 |
| Electricity Unmitigated | | | | | | | | | | | 0.0000 | 1,705.7190 | 1,705.7190 | 0.1440 | 0.0175 | 1,714.5185 |
| NaturalGas Mitigated | | | | | | | | | | | 0.0000 | 1,544.6815 | 1,544.6815 | 0.0296 | 0.0283 | 1,553.8607 |
| NaturalGas Unmitigated | | | | | | | | | | | 0.0000 | 1,544.6815 | 1,544.6815 | 0.0296 | 0.0283 | 1,553.8607 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 1.029e+007 | | | | | | | | | | | 0.0000 | 549.1127 | 549.1127 | 0.0105 | 0.0101 | 552.3759 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 1.03436e+006 | | | | | | | | | | | 0.0000 | 55.1972 | 55.1972 | 1.0600e-003 | 1.0100e-003 | 55.5252 |
| Discount Club | 1.10921e+006 | | | | | | | | | | | 0.0000 | 59.1919 | 59.1919 | 1.1300e-003 | 1.0900e-003 | 59.5436 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 192789 | | | | | | | | | | | 0.0000 | 10.2880 | 10.2880 | 2.0000e-004 | 1.9000e-004 | 10.3491 |
| Single Family Housing | 1.63199e+007 | | | | | | | | | | | 0.0000 | 870.8917 | 870.8917 | 0.0167 | 0.0160 | 876.0669 |
| Total | | | | | | | | | | | | 0.0000 | 1,544.6815 | 1,544.6815 | 0.0296 | 0.0283 | 1,553.8607 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 1.029e+007 | | | | | | | | | | | 0.0000 | 549.1127 | 549.1127 | 0.0105 | 0.0101 | 552.3759 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 1.03436e+006 | | | | | | | | | | | 0.0000 | 55.1972 | 55.1972 | 1.0600e-003 | 1.0100e-003 | 55.5252 |
| Discount Club | 1.10921e+006 | | | | | | | | | | | 0.0000 | 59.1919 | 59.1919 | 1.1300e-003 | 1.0900e-003 | 59.5436 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 192789 | | | | | | | | | | | 0.0000 | 10.2880 | 10.2880 | 2.0000e-004 | 1.9000e-004 | 10.3491 |
| Single Family Housing | 1.63199e+007 | | | | | | | | | | | 0.0000 | 870.8917 | 870.8917 | 0.0167 | 0.0160 | 876.0669 |
| Total | | | | | | | | | | | | 0.0000 | 1,544.6815 | 1,544.6815 | 0.0296 | 0.0283 | 1,553.8607 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 2.27375e+006 | 403.2395 | 0.0340 | 4.1300e-003 | 405.3197 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 425702 | 75.4963 | 6.3700e-003 | 7.7000e-004 | 75.8858 |
| Discount Club | 1.94393e+006 | 344.7480 | 0.0291 | 3.5300e-003 | 346.5265 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 750173 | 133.0398 | 0.0112 | 1.3600e-003 | 133.7262 |
| Regional Shopping Center | 337869 | 59.9196 | 5.0600e-003 | 6.1000e-004 | 60.2287 |
| Single Family Housing | 3.88663e+006 | 689.2759 | 0.0582 | 7.0500e-003 | 692.8317 |
| Total | | 1,705.7190 | 0.1440 | 0.0175 | 1,714.5185 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 2.27375e+006 | 403.2395 | 0.0340 | 4.1300e-003 | 405.3197 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 425702 | 75.4963 | 6.3700e-003 | 7.7000e-004 | 75.8858 |
| Discount Club | 1.94393e+006 | 344.7480 | 0.0291 | 3.5300e-003 | 346.5265 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 750173 | 133.0398 | 0.0112 | 1.3600e-003 | 133.7262 |
| Regional Shopping Center | 337869 | 59.9196 | 5.0600e-003 | 6.1000e-004 | 60.2287 |
| Single Family Housing | 3.88663e+006 | 689.2759 | 0.0582 | 7.0500e-003 | 692.8317 |
| Total | | 1,705.7190 | 0.1440 | 0.0175 | 1,714.5185 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 526.3912 | 526.3912 | 0.0328 | 9.3900e-003 | 530.0085 |
| Unmitigated | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0328 | 9.3900e-003 | 530.0085 |

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 512.0511 | 512.0511 | 9.8100e-003 | 9.3900e-003 | 515.0940 |
| Landscaping | | | | | | | | | | | 0.0000 | 14.3401 | 14.3401 | 0.0230 | 0.0000 | 14.9145 |
| Total | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0328 | 9.3900e-003 | 530.0085 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 512.0511 | 512.0511 | 9.8100e-003 | 9.3900e-003 | 515.0940 |
| Landscaping | | | | | | | | | | | 0.0000 | 14.3401 | 14.3401 | 0.0230 | 0.0000 | 14.9145 |
| Total | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0328 | 9.3900e-003 | 530.0085 |

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 154.1896 | 2.9748 | 0.0713 | 249.7992 |
| Unmitigated | 154.1896 | 2.9748 | 0.0713 | 249.7992 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 38.1803 / 24.0702 | 63.6918 | 1.2485 | 0.0299 | 103.8146 |
| City Park | 0 / 4.17018 | 2.5885 | 2.2000e-004 | 3.0000e-005 | 2.6018 |
| Condo/Townhouse | 5.92902 / 3.73786 | 9.8907 | 0.1939 | 4.6400e-003 | 16.1214 |
| Discount Club | 11.8901 / 7.28749 | 19.7056 | 0.3888 | 9.3100e-003 | 32.1999 |
| 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 |
| Regional Shopping Center | 2.06662 / 1.26664 | 3.4250 | 0.0676 | 1.6200e-003 | 5.5967 |
| Single Family Housing | 32.9028 / 20.7431 | 54.8880 | 1.0759 | 0.0258 | 89.4648 |
| Total | | 154.1896 | 2.9748 | 0.0713 | 249.7992 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 38.1803 / 24.0702 | 63.6918 | 1.2485 | 0.0299 | 103.8146 |
| City Park | 0 / 4.17018 | 2.5885 | 2.2000e-004 | 3.0000e-005 | 2.6018 |
| Condo/Townhouse | 5.92902 / 3.73786 | 9.8907 | 0.1939 | 4.6400e-003 | 16.1214 |
| Discount Club | 11.8901 / 7.28749 | 19.7056 | 0.3888 | 9.3100e-003 | 32.1999 |
| 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 |
| Regional Shopping Center | 2.06662 / 1.26664 | 3.4250 | 0.0676 | 1.6200e-003 | 5.5967 |
| Single Family Housing | 32.9028 / 20.7431 | 54.8880 | 1.0759 | 0.0258 | 89.4648 |
| Total | | 154.1896 | 2.9748 | 0.0713 | 249.7992 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 314.8796 | 18.6089 | 0.0000 | 780.1008 |
| Unmitigated | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 269.56 | 54.7182 | 3.2338 | 0.0000 | 135.5621 |
| City Park | 0.3 | 0.0609 | 3.6000e-003 | 0.0000 | 0.1509 |
| Condo/Townhouse | 41.86 | 8.4972 | 0.5022 | 0.0000 | 21.0515 |
| Discount Club | 690.35 | 140.1348 | 8.2817 | 0.0000 | 347.1781 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 29.29 | 5.9456 | 0.3514 | 0.0000 | 14.7300 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 269.56 | 54.7182 | 3.2338 | 0.0000 | 135.5621 |
| City Park | 0.3 | 0.0609 | 3.6000e-003 | 0.0000 | 0.1509 |
| Condo/Townhouse | 41.86 | 8.4972 | 0.5022 | 0.0000 | 21.0515 |
| Discount Club | 690.35 | 140.1348 | 8.2817 | 0.0000 | 347.1781 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 29.29 | 5.9456 | 0.3514 | 0.0000 | 14.7300 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

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

Phase 1 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Buildout Operations (2037) - BAU Scenario

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|----------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 18.29 | Acre | 18.29 | 796,712.40 | 0 |
| Other Non-Asphalt Surfaces | 11.40 | Acre | 11.40 | 0.00 | 0 |
| Parking Lot | 15.94 | Acre | 15.94 | 694,346.40 | 0 |
| City Park | 14.10 | Acre | 14.10 | 614,196.00 | 0 |
| Apartments Low Rise | 326.00 | Dwelling Unit | 20.38 | 326,000.00 | 932 |
| Condo/Townhouse | 667.00 | Dwelling Unit | 41.69 | 667,000.00 | 1908 |
| Single Family Housing | 1,087.00 | Dwelling Unit | 207.60 | 1,956,600.00 | 3109 |
| Regional Shopping Center | 8.50 | 1000sqft | 0.20 | 8,500.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2005 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 390.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 2 Buildout Operations (2037) - Buildout Year BAU Scenario

Land Use - Phase 2 Development Combined

Construction Phase - Operational run only (zeroed out construction parameters)

Off-road Equipment - Operational run only (zeroed out construction parameters)

Trips and VMT - Operational run only (zeroed out construction parameters)

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

- Grading -
- Architectural Coating -
- Vehicle Trips - Trip rates derived from project-specific daily trips (see supporting information).
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Woodstoves - SJVAPCD Rule 4901 Woodburning
- Consumer Products -
- Area Coating -
- Water And Wastewater -
- Solid Waste -
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Area Mitigation - No woodburning fireplaces (only natural gas hearth)
- Energy Mitigation -
- Water Mitigation -
- Waste Mitigation -
- Fleet Mix - Buildout year (2037) operational BAU scenario - applied 2037 fleet mixes
 SJVAPCD-approved Residential Fleet Mix for the 2037 operational year for the residential land uses
- Energy Use -

| Table Name | Column Name | Default Value | New Value |
|----------------------|-------------------|---------------|-----------|
| tblConstructionPhase | NumDays | 440.00 | 1.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------|------|-------------|-------------|
| tblFleetMix | LDA | 0.45 | 0.49 |
| tblFleetMix | LDA | 0.45 | 0.49 |
| tblFleetMix | LDA | 0.45 | 0.57 |
| tblFleetMix | LDA | 0.45 | 0.49 |
| tblFleetMix | LDT1 | 0.09 | 0.23 |
| tblFleetMix | LDT1 | 0.09 | 0.23 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.23 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.05 | 9.0000e-004 |
| tblFleetMix | LHD1 | 0.05 | 9.0000e-004 |
| tblFleetMix | LHD1 | 0.05 | 0.02 |
| tblFleetMix | LHD1 | 0.05 | 9.0000e-004 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 5.8430e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 3.0000e-003 |
| tblFleetMix | MCY | 0.02 | 3.0000e-003 |
| tblFleetMix | MCY | 0.02 | 0.02 |
| tblFleetMix | MCY | 0.02 | 3.0000e-003 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MDV | 0.19 | 0.13 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MH | 9.2700e-003 | 4.0000e-003 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------|----------------------------|-------------|-------------|
| tblFleetMix | MH | 9.2700e-003 | 4.0000e-003 |
| tblFleetMix | MH | 9.2700e-003 | 2.4450e-003 |
| tblFleetMix | MH | 9.2700e-003 | 4.0000e-003 |
| tblFleetMix | MHD | 0.01 | 7.8000e-003 |
| tblFleetMix | MHD | 0.01 | 7.8000e-003 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 7.8000e-003 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | OBUS | 7.1100e-004 | 5.9100e-004 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.1000e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.1000e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.1480e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.1000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.5900e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblLandUse | LandUseSquareFeet | 496,584.00 | 0.00 |
| tblLandUse | LotAcreage | 352.92 | 207.60 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 399.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Mitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

| | 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 |

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

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|--|--|---------|--|
| | | 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 | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |
| Energy | | | | | | | | | | | 0.0000 | 4,975.7212 | 4,975.7212 | 0.2512 | 0.0719 | 5,003.4180 |
| Mobile | | | | | | | | | | | 0.0000 | 21,416.4562 | 21,416.4562 | 3.5162 | 2.7627 | 22,327.6309 |
| Waste | | | | | | | | | | | 321.9762 | 0.0000 | 321.9762 | 19.0283 | 0.0000 | 797.6823 |
| Water | | | | | | | | | | | 43.1941 | 194.3506 | 237.5447 | 4.4529 | 0.1067 | 380.6753 |
| Total | | | | | | | | | | | 365.1703 | 27,512.8284 | 27,877.9987 | 27.3061 | 2.9578 | 29,442.0717 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |
| Energy | | | | | | | | | | | 0.0000 | 4,975.7212 | 4,975.7212 | 0.2512 | 0.0719 | 5,003.4180 |
| Mobile | | | | | | | | | | | 0.0000 | 21,416.4562 | 21,416.4562 | 3.5162 | 2.7627 | 22,327.6309 |
| Waste | | | | | | | | | | | 321.9762 | 0.0000 | 321.9762 | 19.0283 | 0.0000 | 797.6823 |
| Water | | | | | | | | | | | 43.1941 | 194.3506 | 237.5447 | 4.4529 | 0.1067 | 380.6753 |
| Total | | | | | | | | | | | 365.1703 | 27,512.8284 | 27,877.9987 | 27.3061 | 2.9578 | 29,442.0717 |

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Architectural Coating | Architectural Coating | 10/1/2022 | 10/3/2022 | 5 | 1 | |

Acres of Grading (Site Preparation Phase): 0

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 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 |
| Vendor | | | | | | | | | | | 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 |
| Total | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 21,416.4562 | 21,416.4562 | 3.5162 | 2.7627 | 22,327.6309 |
| Unmitigated | | | | | | | | | | | 0.0000 | 21,416.4562 | 21,416.4562 | 3.5162 | 2.7627 | 22,327.6309 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|----------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,104.36 | 2,104.36 | 2104.36 | 5,931,629 | 5,931,629 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 4,305.54 | 4,305.54 | 4305.54 | 12,136,186 | 12,136,186 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 912.33 | 912.33 | 912.33 | 2,166,820 | 2,166,820 |
| Single Family Housing | 9,290.03 | 9,290.03 | 9290.03 | 26,186,114 | 26,186,114 |
| Total | 16,612.26 | 16,612.26 | 16,612.26 | 46,420,749 | 46,420,749 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |
| City Park | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Condo/Townhouse | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |
| Other Asphalt Surfaces | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Other Non-Asphalt Surfaces | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Parking Lot | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Regional Shopping Center | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |
| Single Family Housing | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 2,387.9576 | 2,387.9576 | 0.2016 | 0.0244 | 2,400.2766 |
| Electricity Unmitigated | | | | | | | | | | | 0.0000 | 2,387.9576 | 2,387.9576 | 0.2016 | 0.0244 | 2,400.2766 |
| NaturalGas Mitigated | | | | | | | | | | | 0.0000 | 2,587.7636 | 2,587.7636 | 0.0496 | 0.0474 | 2,603.1414 |
| NaturalGas Unmitigated | | | | | | | | | | | 0.0000 | 2,587.7636 | 2,587.7636 | 0.0496 | 0.0474 | 2,603.1414 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 5.72446e+006 | | | | | | | | | | | 0.0000 | 305.4791 | 305.4791 | 5.8600e-003 | 5.6000e-003 | 307.2944 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 7.5815e+006 | | | | | | | | | | | 0.0000 | 404.5775 | 404.5775 | 7.7500e-003 | 7.4200e-003 | 406.9817 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 58735 | | | | | | | | | | | 0.0000 | 3.1343 | 3.1343 | 6.0000e-005 | 6.0000e-005 | 3.1530 |
| Single Family Housing | 3.51282e+007 | | | | | | | | | | | 0.0000 | 1,874.5727 | 1,874.5727 | 0.0359 | 0.0344 | 1,885.7124 |
| Total | | | | | | | | | | | | 0.0000 | 2,587.7636 | 2,587.7636 | 0.0496 | 0.0475 | 2,603.1414 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 5.72446e+006 | | | | | | | | | | | 0.0000 | 305.4791 | 305.4791 | 5.8600e-003 | 5.6000e-003 | 307.2944 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 7.5815e+006 | | | | | | | | | | | 0.0000 | 404.5775 | 404.5775 | 7.7500e-003 | 7.4200e-003 | 406.9817 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 58735 | | | | | | | | | | | 0.0000 | 3.1343 | 3.1343 | 6.0000e-005 | 6.0000e-005 | 3.1530 |
| Single Family Housing | 3.51282e+007 | | | | | | | | | | | 0.0000 | 1,874.5727 | 1,874.5727 | 0.0359 | 0.0344 | 1,885.7124 |
| Total | | | | | | | | | | | | 0.0000 | 2,587.7636 | 2,587.7636 | 0.0496 | 0.0475 | 2,603.1414 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| Land Use | Electricity Use kWh/yr | Total CO2 MT/yr | CH4 MT/yr | N2O MT/yr | CO2e MT/yr |
|----------------------------|---------------------------|--------------------|---------------|---------------|-------------------|
| Apartments Low Rise | 1.26492e+006 | 224.3278 | 0.0189 | 2.3000e-003 | 225.4850 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.12025e+006 | 553.3629 | 0.0467 | 5.6600e-003 | 556.2176 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 611025 | 108.3625 | 9.1500e-003 | 1.1100e-003 | 108.9216 |
| Regional Shopping Center | 102935 | 18.2551 | 1.5400e-003 | 1.9000e-004 | 18.3492 |
| Single Family Housing | 8.36587e+006 | 1,483.6493 | 0.1252 | 0.0152 | 1,491.3032 |
| Total | | 2,387.9576 | 0.2016 | 0.0244 | 2,400.2766 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.26492e+006 | 224.3278 | 0.0189 | 2.3000e-003 | 225.4850 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.12025e+006 | 553.3629 | 0.0467 | 5.6600e-003 | 556.2176 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 611025 | 108.3625 | 9.1500e-003 | 1.1100e-003 | 108.9216 |
| Regional Shopping Center | 102935 | 18.2551 | 1.5400e-003 | 1.9000e-004 | 18.3492 |
| Single Family Housing | 8.36587e+006 | 1,483.6493 | 0.1252 | 0.0152 | 1,491.3032 |
| Total | | 2,387.9576 | 0.2016 | 0.0244 | 2,400.2766 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |
| Unmitigated | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 901.0714 | 901.0714 | 0.0173 | 0.0165 | 906.4260 |
| Landscaping | | | | | | | | | | | 0.0000 | 25.2291 | 25.2291 | 0.0404 | 0.0000 | 26.2392 |
| Total | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 901.0714 | 901.0714 | 0.0173 | 0.0165 | 906.4260 |
| Landscaping | | | | | | | | | | | 0.0000 | 25.2291 | 25.2291 | 0.0404 | 0.0000 | 26.2392 |
| Total | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 237.5447 | 4.4529 | 0.1067 | 380.6753 |
| Unmitigated | 237.5447 | 4.4529 | 0.1067 | 380.6753 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|---------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 21.2402 / 13.3906 | 35.4327 | 0.6945 | 0.0166 | 57.7535 |
| City Park | 0 / 16.7999 | 10.4279 | 8.8000e-004 | 1.1000e-004 | 10.4816 |
| Condo/Townhouse | 43.4577 / 27.3973 | 72.4957 | 1.4210 | 0.0340 | 118.1644 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 0.629616 / 0.385894 | 1.0435 | 0.0206 | 4.9000e-004 | 1.7051 |
| Single Family Housing | 70.8224 / 44.6489 | 118.1451 | 2.3158 | 0.0555 | 192.5707 |
| Total | | 237.5447 | 4.4529 | 0.1068 | 380.6753 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|---------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 21.2402 / 13.3906 | 35.4327 | 0.6945 | 0.0166 | 57.7535 |
| City Park | 0 / 16.7999 | 10.4279 | 8.8000e-004 | 1.1000e-004 | 10.4816 |
| Condo/Townhouse | 43.4577 / 27.3973 | 72.4957 | 1.4210 | 0.0340 | 118.1644 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 0.629616 / 0.385894 | 1.0435 | 0.0206 | 4.9000e-004 | 1.7051 |
| Single Family Housing | 70.8224 / 44.6489 | 118.1451 | 2.3158 | 0.0555 | 192.5707 |
| Total | | 237.5447 | 4.4529 | 0.1068 | 380.6753 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 321.9762 | 19.0283 | 0.0000 | 797.6823 |
| Unmitigated | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 149.96 | 30.4405 | 1.7990 | 0.0000 | 75.4151 |
| City Park | 1.21 | 0.2456 | 0.0145 | 0.0000 | 0.6085 |
| Condo/Townhouse | 306.82 | 62.2817 | 3.6807 | 0.0000 | 154.3002 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 8.93 | 1.8127 | 0.1071 | 0.0000 | 4.4909 |
| Single Family Housing | 1119.24 | 227.1956 | 13.4269 | 0.0000 | 562.8675 |
| Total | | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 149.96 | 30.4405 | 1.7990 | 0.0000 | 75.4151 |
| City Park | 1.21 | 0.2456 | 0.0145 | 0.0000 | 0.6085 |
| Condo/Townhouse | 306.82 | 62.2817 | 3.6807 | 0.0000 | 154.3002 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 8.93 | 1.8127 | 0.1071 | 0.0000 | 4.4909 |
| Single Family Housing | 1119.24 | 227.1956 | 13.4269 | 0.0000 | 562.8675 |
| Total | | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

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

Phase 2 Buildout Operations (2037) - BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 2 Operations - 2030 BAU Scenario

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|----------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 18.29 | Acre | 18.29 | 796,712.40 | 0 |
| Other Non-Asphalt Surfaces | 11.40 | Acre | 11.40 | 0.00 | 0 |
| Parking Lot | 15.94 | Acre | 15.94 | 694,346.40 | 0 |
| City Park | 14.10 | Acre | 14.10 | 614,196.00 | 0 |
| Apartments Low Rise | 326.00 | Dwelling Unit | 20.38 | 326,000.00 | 932 |
| Condo/Townhouse | 667.00 | Dwelling Unit | 41.69 | 667,000.00 | 1908 |
| Single Family Housing | 1,087.00 | Dwelling Unit | 207.60 | 1,956,600.00 | 3109 |
| Regional Shopping Center | 8.50 | 1000sqft | 0.20 | 8,500.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2005 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 390.98 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 2 Operations - 2030 Year BAU Scenario

Land Use - Phase 2 Development Combined

Construction Phase - Operational run only (zeroed out construction parameters)

Off-road Equipment - Operational run only (zeroed out construction parameters)

Trips and VMT - Operational run only (zeroed out construction parameters)

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

- Grading -
- Architectural Coating -
- Vehicle Trips - Trip rates derived from project-specific daily trips (see supporting information).
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Woodstoves - SJVAPCD Rule 4901 Woodburning
- Consumer Products -
- Area Coating -
- Energy Use -
- Water And Wastewater -
- Solid Waste -
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Area Mitigation - No woodburning fireplaces (only natural gas hearth)
- Energy Mitigation -
- Water Mitigation -
- Waste Mitigation -
- Fleet Mix - 2030 operational BAU scenario - applied 2030 fleet mixes
- SJVAPCD-approved Residential Fleet Mix for the 2030 operational year for the residential land uses

| Table Name | Column Name | Default Value | New Value |
|----------------------|-------------------|---------------|-----------|
| tblConstructionPhase | NumDays | 440.00 | 1.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |
| tblFleetMix | HHD | 0.01 | 0.02 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-------------|------|-------------|-------------|
| tblFleetMix | LDA | 0.45 | 0.51 |
| tblFleetMix | LDA | 0.45 | 0.51 |
| tblFleetMix | LDA | 0.45 | 0.55 |
| tblFleetMix | LDA | 0.45 | 0.51 |
| tblFleetMix | LDT1 | 0.09 | 0.22 |
| tblFleetMix | LDT1 | 0.09 | 0.22 |
| tblFleetMix | LDT1 | 0.09 | 0.05 |
| tblFleetMix | LDT1 | 0.09 | 0.22 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.05 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.05 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.05 | 0.02 |
| tblFleetMix | LHD1 | 0.05 | 8.0000e-004 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 6.6100e-003 |
| tblFleetMix | LHD2 | 7.0550e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 0.02 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MDV | 0.19 | 0.14 |
| tblFleetMix | MDV | 0.19 | 0.06 |
| tblFleetMix | MH | 9.2700e-003 | 3.0000e-003 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------|----------------------------|-------------|-------------|
| tblFleetMix | MH | 9.2700e-003 | 3.0000e-003 |
| tblFleetMix | MH | 9.2700e-003 | 2.8150e-003 |
| tblFleetMix | MH | 9.2700e-003 | 3.0000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | OBUS | 7.1100e-004 | 6.1700e-004 |
| tblFleetMix | OBUS | 7.1100e-004 | 0.00 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.2780e-003 |
| tblFleetMix | SBUS | 1.1500e-003 | 1.2000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.6500e-004 |
| tblFleetMix | UBUS | 2.2000e-004 | 4.4000e-003 |
| tblLandUse | LandUseSquareFeet | 496,584.00 | 0.00 |
| tblLandUse | LotAcreage | 352.92 | 207.60 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 399.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Mitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

| | 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 |

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

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|--|--|---------|--|
| | | 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 | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |
| Energy | | | | | | | | | | | 0.0000 | 4,975.7212 | 4,975.7212 | 0.2512 | 0.0719 | 5,003.4180 |
| Mobile | | | | | | | | | | | 0.0000 | 21,089.7574 | 21,089.7574 | 3.4744 | 2.7070 | 21,983.2920 |
| Waste | | | | | | | | | | | 321.9762 | 0.0000 | 321.9762 | 19.0283 | 0.0000 | 797.6823 |
| Water | | | | | | | | | | | 43.1941 | 194.3506 | 237.5447 | 4.4529 | 0.1067 | 380.6753 |
| Total | | | | | | | | | | | 365.1703 | 27,186.1296 | 27,551.2999 | 27.2643 | 2.9021 | 29,097.7329 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |
| Energy | | | | | | | | | | | 0.0000 | 4,975.7212 | 4,975.7212 | 0.2512 | 0.0719 | 5,003.4180 |
| Mobile | | | | | | | | | | | 0.0000 | 21,089.7574 | 21,089.7574 | 3.4744 | 2.7070 | 21,983.2920 |
| Waste | | | | | | | | | | | 321.9762 | 0.0000 | 321.9762 | 19.0283 | 0.0000 | 797.6823 |
| Water | | | | | | | | | | | 43.1941 | 194.3506 | 237.5447 | 4.4529 | 0.1067 | 380.6753 |
| Total | | | | | | | | | | | 365.1703 | 27,186.1296 | 27,551.2999 | 27.2643 | 2.9021 | 29,097.7329 |

| | 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

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Architectural Coating | Architectural Coating | 10/1/2022 | 10/3/2022 | 5 | 1 | |

Acres of Grading (Site Preparation Phase): 0

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 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 |
| Vendor | | | | | | | | | | | 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 |
| Total | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 21,089.75 74 | 21,089.75 74 | 3.4744 | 2.7070 | 21,983.29 20 |
| Unmitigated | | | | | | | | | | | 0.0000 | 21,089.75 74 | 21,089.75 74 | 3.4744 | 2.7070 | 21,983.29 20 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|----------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,104.36 | 2,104.36 | 2104.36 | 5,931,629 | 5,931,629 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 4,305.54 | 4,305.54 | 4305.54 | 12,136,186 | 12,136,186 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 912.33 | 912.33 | 912.33 | 2,166,820 | 2,166,820 |
| Single Family Housing | 9,290.03 | 9,290.03 | 9290.03 | 26,186,114 | 26,186,114 |
| Total | 16,612.26 | 16,612.26 | 16,612.26 | 46,420,749 | 46,420,749 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |
| City Park | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Condo/Townhouse | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |
| Other Asphalt Surfaces | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Other Non-Asphalt Surfaces | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Parking Lot | 0.445143 | 0.090887 | 0.165130 | 0.187970 | 0.045320 | 0.007055 | 0.014780 | 0.012618 | 0.000711 | 0.000220 | 0.019746 | 0.001150 | 0.009270 |
| Regional Shopping Center | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Single Family Housing | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 2,387.9576 | 2,387.9576 | 0.2016 | 0.0244 | 2,400.2766 |
| Electricity Unmitigated | | | | | | | | | | | 0.0000 | 2,387.9576 | 2,387.9576 | 0.2016 | 0.0244 | 2,400.2766 |
| NaturalGas Mitigated | | | | | | | | | | | 0.0000 | 2,587.7636 | 2,587.7636 | 0.0496 | 0.0474 | 2,603.1414 |
| NaturalGas Unmitigated | | | | | | | | | | | 0.0000 | 2,587.7636 | 2,587.7636 | 0.0496 | 0.0474 | 2,603.1414 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 5.72446e+006 | | | | | | | | | | | 0.0000 | 305.4791 | 305.4791 | 5.8600e-003 | 5.6000e-003 | 307.2944 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 7.5815e+006 | | | | | | | | | | | 0.0000 | 404.5775 | 404.5775 | 7.7500e-003 | 7.4200e-003 | 406.9817 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 58735 | | | | | | | | | | | 0.0000 | 3.1343 | 3.1343 | 6.0000e-005 | 6.0000e-005 | 3.1530 |
| Single Family Housing | 3.51282e+007 | | | | | | | | | | | 0.0000 | 1,874.5727 | 1,874.5727 | 0.0359 | 0.0344 | 1,885.7124 |
| Total | | | | | | | | | | | | 0.0000 | 2,587.7636 | 2,587.7636 | 0.0496 | 0.0475 | 2,603.1414 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 5.72446e+006 | | | | | | | | | | | 0.0000 | 305.4791 | 305.4791 | 5.8600e-003 | 5.6000e-003 | 307.2944 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 7.5815e+006 | | | | | | | | | | | 0.0000 | 404.5775 | 404.5775 | 7.7500e-003 | 7.4200e-003 | 406.9817 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 58735 | | | | | | | | | | | 0.0000 | 3.1343 | 3.1343 | 6.0000e-005 | 6.0000e-005 | 3.1530 |
| Single Family Housing | 3.51282e+007 | | | | | | | | | | | 0.0000 | 1,874.5727 | 1,874.5727 | 0.0359 | 0.0344 | 1,885.7124 |
| Total | | | | | | | | | | | | 0.0000 | 2,587.7636 | 2,587.7636 | 0.0496 | 0.0475 | 2,603.1414 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.26492e+006 | 224.3278 | 0.0189 | 2.3000e-003 | 225.4850 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.12025e+006 | 553.3629 | 0.0467 | 5.6600e-003 | 556.2176 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 611025 | 108.3625 | 9.1500e-003 | 1.1100e-003 | 108.9216 |
| Regional Shopping Center | 102935 | 18.2551 | 1.5400e-003 | 1.9000e-004 | 18.3492 |
| Single Family Housing | 8.36587e+006 | 1,483.6493 | 0.1252 | 0.0152 | 1,491.3032 |
| Total | | 2,387.9576 | 0.2016 | 0.0244 | 2,400.2766 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| Land Use | Electricity Use kWh/yr | Total CO2 MT/yr | CH4 MT/yr | N2O MT/yr | CO2e MT/yr |
|----------------------------|---------------------------|--------------------|---------------|---------------|-------------------|
| Apartments Low Rise | 1.26492e+006 | 224.3278 | 0.0189 | 2.3000e-003 | 225.4850 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.12025e+006 | 553.3629 | 0.0467 | 5.6600e-003 | 556.2176 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 611025 | 108.3625 | 9.1500e-003 | 1.1100e-003 | 108.9216 |
| Regional Shopping Center | 102935 | 18.2551 | 1.5400e-003 | 1.9000e-004 | 18.3492 |
| Single Family Housing | 8.36587e+006 | 1,483.6493 | 0.1252 | 0.0152 | 1,491.3032 |
| Total | | 2,387.9576 | 0.2016 | 0.0244 | 2,400.2766 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |
| Unmitigated | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 901.0714 | 901.0714 | 0.0173 | 0.0165 | 906.4260 |
| Landscaping | | | | | | | | | | | 0.0000 | 25.2291 | 25.2291 | 0.0404 | 0.0000 | 26.2392 |
| Total | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 901.0714 | 901.0714 | 0.0173 | 0.0165 | 906.4260 |
| Landscaping | | | | | | | | | | | 0.0000 | 25.2291 | 25.2291 | 0.0404 | 0.0000 | 26.2392 |
| Total | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0577 | 0.0165 | 932.6652 |

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 237.5447 | 4.4529 | 0.1067 | 380.6753 |
| Unmitigated | 237.5447 | 4.4529 | 0.1067 | 380.6753 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|---------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 21.2402 / 13.3906 | 35.4327 | 0.6945 | 0.0166 | 57.7535 |
| City Park | 0 / 16.7999 | 10.4279 | 8.8000e-004 | 1.1000e-004 | 10.4816 |
| Condo/Townhouse | 43.4577 / 27.3973 | 72.4957 | 1.4210 | 0.0340 | 118.1644 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 0.629616 / 0.385894 | 1.0435 | 0.0206 | 4.9000e-004 | 1.7051 |
| Single Family Housing | 70.8224 / 44.6489 | 118.1451 | 2.3158 | 0.0555 | 192.5707 |
| Total | | 237.5447 | 4.4529 | 0.1068 | 380.6753 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|---------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 21.2402 / 13.3906 | 35.4327 | 0.6945 | 0.0166 | 57.7535 |
| City Park | 0 / 16.7999 | 10.4279 | 8.8000e-004 | 1.1000e-004 | 10.4816 |
| Condo/Townhouse | 43.4577 / 27.3973 | 72.4957 | 1.4210 | 0.0340 | 118.1644 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 0.629616 / 0.385894 | 1.0435 | 0.0206 | 4.9000e-004 | 1.7051 |
| Single Family Housing | 70.8224 / 44.6489 | 118.1451 | 2.3158 | 0.0555 | 192.5707 |
| Total | | 237.5447 | 4.4529 | 0.1068 | 380.6753 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 321.9762 | 19.0283 | 0.0000 | 797.6823 |
| Unmitigated | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 149.96 | 30.4405 | 1.7990 | 0.0000 | 75.4151 |
| City Park | 1.21 | 0.2456 | 0.0145 | 0.0000 | 0.6085 |
| Condo/Townhouse | 306.82 | 62.2817 | 3.6807 | 0.0000 | 154.3002 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 8.93 | 1.8127 | 0.1071 | 0.0000 | 4.4909 |
| Single Family Housing | 1119.24 | 227.1956 | 13.4269 | 0.0000 | 562.8675 |
| Total | | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

Phase 2 Operations - 2030 BAU Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 149.96 | 30.4405 | 1.7990 | 0.0000 | 75.4151 |
| City Park | 1.21 | 0.2456 | 0.0145 | 0.0000 | 0.6085 |
| Condo/Townhouse | 306.82 | 62.2817 | 3.6807 | 0.0000 | 154.3002 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 8.93 | 1.8127 | 0.1071 | 0.0000 | 4.4909 |
| Single Family Housing | 1119.24 | 227.1956 | 13.4269 | 0.0000 | 562.8675 |
| Total | | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase 1 Buildout Operations - 2030 Operational Year Scenario

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1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|--------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 4.80 | Acre | 4.80 | 209,088.00 | 0 |
| Parking Lot | 19.57 | Acre | 19.57 | 852,469.20 | 0 |
| City Park | 3.50 | Acre | 3.50 | 152,460.00 | 0 |
| Apartments Low Rise | 586.00 | Dwelling Unit | 38.20 | 586,000.00 | 1676 |
| Condo/Townhouse | 91.00 | Dwelling Unit | 9.00 | 91,000.00 | 260 |
| Single Family Housing | 505.00 | Dwelling Unit | 98.30 | 909,000.00 | 1444 |
| Discount Club | 160.52 | 1000sqft | 3.69 | 160,523.00 | 0 |
| Regional Shopping Center | 27.90 | 1000sqft | 0.64 | 27,900.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2030 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MW hr) | 317.95 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Buildout Operations - 2030 Operational Year Scenario

Land Use - Phase 1 Development Combined

Construction Phase - Operational run only (zeroed out construction parameters)

Off-road Equipment - Operational run only (zeroed out construction parameters)

Trips and VMT - Operational run only (zeroed out construction parameters)

Phase 1 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading -

Architectural Coating -

Vehicle Trips - Trip rates derived from project-specific daily trips (see supporting information).

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - The project site is approximately 5 miles to existing Downtown Visalia.

Project site would connect within the project site and to adjacent land uses.

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults; however, reductions from residential solar are not fully accounted for. 4,009,170 kWh/yr of on-site renewable energy for single-family housing (low density residential) included.

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2030 operational year for the residential land uses

| Table Name | Column Name | Default Value | New Value |
|----------------------|---------------------------------|---------------|-----------|
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 220.00 | 1.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------|-------------------|-------------|-------------|
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.55 | 0.51 |
| tblFleetMix | LDA | 0.55 | 0.51 |
| tblFleetMix | LDA | 0.55 | 0.54 |
| tblFleetMix | LDA | 0.55 | 0.51 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT1 | 0.05 | 0.05 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.02 | 0.03 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD2 | 6.6100e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 6.6100e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 6.6100e-003 | 7.0130e-003 |
| tblFleetMix | LHD2 | 6.6100e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 0.02 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |

Phase 1 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------|----------------------------|-------------|-------------|
| tblFleetMix | MDV | 0.14 | 0.06 |
| tblFleetMix | MDV | 0.14 | 0.06 |
| tblFleetMix | MDV | 0.14 | 0.15 |
| tblFleetMix | MDV | 0.14 | 0.06 |
| tblFleetMix | MH | 2.8150e-003 | 3.0000e-003 |
| tblFleetMix | MH | 2.8150e-003 | 3.0000e-003 |
| tblFleetMix | MH | 2.8150e-003 | 3.0330e-003 |
| tblFleetMix | MH | 2.8150e-003 | 3.0000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 0.01 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | OBUS | 6.1700e-004 | 0.00 |
| tblFleetMix | OBUS | 6.1700e-004 | 0.00 |
| tblFleetMix | OBUS | 6.1700e-004 | 6.2500e-004 |
| tblFleetMix | OBUS | 6.1700e-004 | 0.00 |
| tblFleetMix | SBUS | 1.2780e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.2780e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.2780e-003 | 1.3370e-003 |
| tblFleetMix | SBUS | 1.2780e-003 | 1.2000e-003 |
| tblFleetMix | UBUS | 4.6500e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6500e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6500e-004 | 4.6700e-004 |
| tblFleetMix | UBUS | 4.6500e-004 | 4.4000e-003 |
| tblLandUse | LandUseSquareFeet | 160,520.00 | 160,523.00 |
| tblLandUse | LotAcreage | 36.63 | 38.20 |
| tblLandUse | LotAcreage | 5.69 | 9.00 |
| tblLandUse | LotAcreage | 163.96 | 98.30 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------------|--------------------|----------|--------|
| tblOffRoadEquipment | UsageHours | 6.00 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | WorkerTripNumber | 248.00 | 0.00 |
| tblVehicleTrips | DV_TP | 40.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 15.00 | 20.40 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 45.00 | 79.60 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 53.75 | 99.38 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 33.67 | 99.38 |
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 41.80 | 99.38 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 |

| 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 | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0235 | 9.3900e-003 | 529.7758 |
| Energy | | | | | | | | | | | 0.0000 | 2,558.5863 | 2,558.5863 | 0.1592 | 0.0394 | 2,574.3130 |
| Mobile | | | | | | | | | | | 0.0000 | 19,265.1871 | 19,265.1871 | 1.0293 | 0.9862 | 19,584.8060 |
| Waste | | | | | | | | | | | 314.8796 | 0.0000 | 314.8796 | 18.6089 | 0.0000 | 780.1008 |
| Water | | | | | | | | | | | 28.8602 | 101.9195 | 130.7797 | 2.9748 | 0.0713 | 226.3893 |
| Total | | | | | | | | | | | 343.7398 | 22,452.0841 | 22,795.8239 | 22.7956 | 1.1063 | 23,695.3850 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | | | | | | | 0.0000 | 526.2621 | 526.2621 | 0.0233 | 9.3900e-003 | 529.6418 |
| Energy | | | | | | | | | | | 0.0000 | 1,980.3850 | 1,980.3850 | 0.0992 | 0.0322 | 1,992.4438 |
| Mobile | | | | | | | | | | | 0.0000 | 17,982.0158 | 17,982.0158 | 0.9858 | 0.9348 | 18,285.2393 |
| Waste | | | | | | | | | | | 220.4157 | 0.0000 | 220.4157 | 13.0262 | 0.0000 | 546.0706 |
| Water | | | | | | | | | | | 23.0882 | 81.5356 | 104.6238 | 2.3798 | 0.0570 | 181.1114 |
| Total | | | | | | | | | | | 243.5039 | 20,570.1984 | 20,813.7023 | 16.5143 | 1.0334 | 21,534.5068 |

| | 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 | 29.16 | 8.38 | 8.70 | 27.56 | 6.59 | 9.12 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|----------|---------------|----------|-------------------|
| 1 | Architectural Coating | Architectural Coating | 3/1/2022 | 3/1/2022 | 5 | 1 | |

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 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 |
| Vendor | | | | | | | | | | | 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 |
| Total | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Improve Pedestrian Network

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 17,982.0158 | 17,982.0158 | 0.9858 | 0.9348 | 18,285.2393 |
| Unmitigated | | | | | | | | | | | 0.0000 | 19,265.1871 | 19,265.1871 | 1.0293 | 0.9862 | 19,584.8060 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 3,782.68 | 3,782.68 | 3782.68 | 10,662,377 | 9,926,673 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 587.41 | 587.41 | 587.41 | 1,655,762 | 1,541,514 |
| Discount Club | 15,952.00 | 15,952.00 | 15952.00 | 35,557,148 | 33,103,704 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 2,994.60 | 2,994.60 | 2994.60 | 7,112,267 | 6,621,521 |
| Single Family Housing | 4,315.97 | 4,315.97 | 4315.97 | 12,165,582 | 11,326,157 |
| Total | 27,632.67 | 27,632.67 | 27,632.67 | 67,153,135 | 62,519,569 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Discount Club | 9.50 | 7.30 | 7.30 | 16.70 | 64.30 | 19.00 | 79.6 | 0 | 20.4 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |
| City Park | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Condo/Townhouse | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |
| Discount Club | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |
| Other Asphalt Surfaces | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Parking Lot | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Regional Shopping Center | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Single Family Housing | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 723.4875 | 723.4875 | 0.0751 | 9.1000e-003 | 728.0772 |
| Electricity Unmitigated | | | | | | | | | | | 0.0000 | 1,301.6888 | 1,301.6888 | 0.1351 | 0.0164 | 1,309.9464 |
| NaturalGas Mitigated | | | | | | | | | | | 0.0000 | 1,256.8975 | 1,256.8975 | 0.0241 | 0.0230 | 1,264.3666 |
| NaturalGas Unmitigated | | | | | | | | | | | 0.0000 | 1,256.8975 | 1,256.8975 | 0.0241 | 0.0230 | 1,264.3666 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 9.44653e+006 | | | | | | | | | | | 0.0000 | 504.1029 | 504.1029 | 9.6600e-003 | 9.2400e-003 | 507.0985 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 1.04192e+006 | | | | | | | | | | | 0.0000 | 55.6010 | 55.6010 | 1.0700e-003 | 1.0200e-003 | 55.9314 |
| Discount Club | 906955 | | | | | | | | | | | 0.0000 | 48.3986 | 48.3986 | 9.3000e-004 | 8.9000e-004 | 48.6862 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 157635 | | | | | | | | | | | 0.0000 | 8.4120 | 8.4120 | 1.6000e-004 | 1.5000e-004 | 8.4620 |
| Single Family Housing | 1.20003e+007 | | | | | | | | | | | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| Total | | | | | | | | | | | | 0.0000 | 1,256.8975 | 1,256.8975 | 0.0241 | 0.0230 | 1,264.3666 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 9.44653e+006 | | | | | | | | | | | 0.0000 | 504.1029 | 504.1029 | 9.6600e-003 | 9.2400e-003 | 507.0985 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 1.04192e+006 | | | | | | | | | | | 0.0000 | 55.6010 | 55.6010 | 1.0700e-003 | 1.0200e-003 | 55.9314 |
| Discount Club | 906955 | | | | | | | | | | | 0.0000 | 48.3986 | 48.3986 | 9.3000e-004 | 8.9000e-004 | 48.6862 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 157635 | | | | | | | | | | | 0.0000 | 8.4120 | 8.4120 | 1.6000e-004 | 1.5000e-004 | 8.4620 |
| Single Family Housing | 1.20003e+007 | | | | | | | | | | | 0.0000 | 640.3831 | 640.3831 | 0.0123 | 0.0117 | 644.1885 |
| Total | | | | | | | | | | | | 0.0000 | 1,256.8975 | 1,256.8975 | 0.0241 | 0.0230 | 1,264.3666 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| Land Use | Electricity Use kWh/yr | Total CO2 MT/yr | CH4 MT/yr | N2O MT/yr | CO2e MT/yr |
|--------------------------|---------------------------|--------------------|---------------|---------------|-------------------|
| Apartments Low Rise | 2.41561e+006 | 348.3784 | 0.0362 | 4.3800e-003 | 350.5885 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 448510 | 64.6840 | 6.7100e-003 | 8.1000e-004 | 65.0943 |
| Discount Club | 1.57955e+006 | 227.8017 | 0.0236 | 2.8700e-003 | 229.2468 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 298364 | 43.0300 | 4.4700e-003 | 5.4000e-004 | 43.3030 |
| Regional Shopping Center | 274536 | 39.5935 | 4.1100e-003 | 5.0000e-004 | 39.8447 |
| Single Family Housing | 4.00917e+006 | 578.2012 | 0.0600 | 7.2700e-003 | 581.8692 |
| Total | | 1,301.6888 | 0.1351 | 0.0164 | 1,309.9464 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.91446e+006 | 276.1033 | 0.0287 | 3.4700e-003 | 277.8548 |
| City Park | -501146 | -72.2752 | -0.0075 | -0.0009 | -72.7337 |
| Condo/Townhouse | -52636.4 | -7.5912 | -0.0008 | -0.0001 | -7.6394 |
| Discount Club | 1.0784e+006 | 155.5265 | 0.0161 | 1.9600e-003 | 156.5132 |
| Other Asphalt Surfaces | -501146 | -72.2752 | -0.0075 | -0.0009 | -72.7337 |
| Parking Lot | -202782 | -29.2452 | -0.0030 | -0.0004 | -29.4307 |
| Regional Shopping Center | -226610 | -32.6817 | -0.0034 | -0.0004 | -32.8890 |
| Single Family Housing | 3.50802e+006 | 505.9261 | 0.0525 | 6.3600e-003 | 509.1356 |
| Total | | 723.4875 | 0.0751 | 9.0900e-003 | 728.0771 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Phase 1 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | 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 | 526.2621 | 526.2621 | 0.0233 | 9.3900e-003 | 529.6418 |
| Unmitigated | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0235 | 9.3900e-003 | 529.7758 |

Phase 1 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 512.0511 | 512.0511 | 9.8100e-003 | 9.3900e-003 | 515.0940 |
| Landscaping | | | | | | | | | | | 0.0000 | 14.3401 | 14.3401 | 0.0137 | 0.0000 | 14.6818 |
| Total | | | | | | | | | | | 0.0000 | 526.3912 | 526.3912 | 0.0235 | 9.3900e-003 | 529.7758 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 512.0511 | 512.0511 | 9.8100e-003 | 9.3900e-003 | 515.0940 |
| Landscaping | | | | | | | | | | | 0.0000 | 14.2109 | 14.2109 | 0.0135 | 0.0000 | 14.5478 |
| Total | | | | | | | | | | | 0.0000 | 526.2621 | 526.2621 | 0.0233 | 9.3900e-003 | 529.6418 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 1 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 104.6238 | 2.3798 | 0.0570 | 181.1114 |
| Unmitigated | 130.7797 | 2.9748 | 0.0713 | 226.3893 |

Phase 1 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 38.1803 / 24.0702 | 54.0575 | 1.2485 | 0.0299 | 94.1803 |
| City Park | 0 / 4.17018 | 2.1050 | 2.2000e-004 | 3.0000e-005 | 2.1183 |
| Condo/Townhouse | 5.92902 / 3.73786 | 8.3946 | 0.1939 | 4.6400e-003 | 14.6253 |
| Discount Club | 11.8901 / 7.28749 | 16.7294 | 0.3888 | 9.3100e-003 | 29.2238 |
| 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 |
| Regional Shopping Center | 2.06662 / 1.26664 | 2.9077 | 0.0676 | 1.6200e-003 | 5.0794 |
| Single Family Housing | 32.9028 / 20.7431 | 46.5854 | 1.0759 | 0.0258 | 81.1622 |
| Total | | 130.7797 | 2.9748 | 0.0713 | 226.3893 |

Phase 1 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 30.5442 / 19.2561 | 43.2460 | 0.9988 | 0.0239 | 75.3442 |
| City Park | 0 / 3.33615 | 1.6840 | 1.7000e-004 | 2.0000e-005 | 1.6947 |
| Condo/Townhouse | 4.74321 / 2.99029 | 6.7157 | 0.1551 | 3.7100e-003 | 11.7002 |
| Discount Club | 9.5121 / 5.82999 | 13.3835 | 0.3110 | 7.4500e-003 | 23.3790 |
| 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 |
| Regional Shopping Center | 1.6533 / 1.01331 | 2.3262 | 0.0541 | 1.2900e-003 | 4.0635 |
| Single Family Housing | 26.3222 / 16.5944 | 37.2683 | 0.8607 | 0.0206 | 64.9298 |
| Total | | 104.6238 | 2.3798 | 0.0570 | 181.1114 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 1 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 220.4157 | 13.0262 | 0.0000 | 546.0706 |
| Unmitigated | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

Phase 1 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 269.56 | 54.7182 | 3.2338 | 0.0000 | 135.5621 |
| City Park | 0.3 | 0.0609 | 3.6000e-003 | 0.0000 | 0.1509 |
| Condo/Townhouse | 41.86 | 8.4972 | 0.5022 | 0.0000 | 21.0515 |
| Discount Club | 690.35 | 140.1348 | 8.2817 | 0.0000 | 347.1781 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 29.29 | 5.9456 | 0.3514 | 0.0000 | 14.7300 |
| Single Family Housing | 519.84 | 105.5228 | 6.2362 | 0.0000 | 261.4283 |
| Total | | 314.8796 | 18.6089 | 0.0000 | 780.1008 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 188.692 | 38.3028 | 2.2636 | 0.0000 | 94.8935 |
| City Park | 0.21 | 0.0426 | 2.5200e-003 | 0.0000 | 0.1056 |
| Condo/Townhouse | 29.302 | 5.9480 | 0.3515 | 0.0000 | 14.7360 |
| Discount Club | 483.245 | 98.0944 | 5.7972 | 0.0000 | 243.0246 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 20.503 | 4.1619 | 0.2460 | 0.0000 | 10.3110 |
| Single Family Housing | 363.888 | 73.8660 | 4.3654 | 0.0000 | 182.9998 |
| Total | | 220.4157 | 13.0262 | 0.0000 | 546.0706 |

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**Phase 2 Buildout Operations - 2030 Operational Year Scenario
Tulare County, Annual**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|----------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 18.29 | Acre | 18.29 | 796,712.40 | 0 |
| Other Non-Asphalt Surfaces | 11.40 | Acre | 11.40 | 0.00 | 0 |
| Parking Lot | 15.94 | Acre | 15.94 | 694,346.40 | 0 |
| City Park | 14.10 | Acre | 14.10 | 614,196.00 | 0 |
| Apartments Low Rise | 326.00 | Dwelling Unit | 20.38 | 326,000.00 | 932 |
| Condo/Townhouse | 667.00 | Dwelling Unit | 41.69 | 667,000.00 | 1908 |
| Single Family Housing | 1,087.00 | Dwelling Unit | 207.60 | 1,956,600.00 | 3109 |
| Regional Shopping Center | 8.50 | 1000sqft | 0.20 | 8,500.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 51 |
| Climate Zone | 7 | | | Operational Year | 2030 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 317.95 | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 2 Buildout Operations - 2030 Operational Year Scenario

CO2 intensity factor updated to match RPS requirements

Land Use - Phase 2 Development Combined

Construction Phase - Operational run only (zeroed out construction parameters)

Off-road Equipment - Operational run only (zeroed out construction parameters)

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT - Operational run only (zeroed out construction parameters)

Grading -

Architectural Coating -

Vehicle Trips - Trip rates derived from project-specific daily trips (see supporting information).

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - SJVAPCD Rule 4901 Woodburning

Consumer Products - Updated based on 2017 ARB VOC inventory data and 2017 population estimates based on the State of California's Department of Finance demographic projections were used to estimate a statewide VOC EF for 2017.

Area Coating - Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - The project site is approximately 5 miles to existing Downtown Visalia. Project site would connect within the project site and to adjacent land uses.

Area Mitigation - Rule 4601 Architectural Coatings, building code standards (outside outlets), and no woodburning fireplaces (only natural gas hearth).

Energy Mitigation - 2019 Title 24 Standards accounted for in CalEEMod defaults; however, reductions from residential solar are not fully accounted for. 8,629,640 kWh/yr of on-site renewable energy for single-family housing (low density residential) included.

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Waste Mitigation - CalRecycle 75 Percent Initiative (30% reduction)

Fleet Mix - SJVAPCD-approved Residential Fleet Mix for the 2030 operational year for the residential land uses

| Table Name | Column Name | Default Value | New Value |
|----------------------|---------------------------------|---------------|-----------|
| tblAreaCoating | Area_EF_Nonresidential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Nonresidential_Interior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblConstructionPhase | NumDays | 440.00 | 1.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 1.62E-05 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------|-------------------|-------------|-------------|
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | HHD | 0.02 | 0.02 |
| tblFleetMix | LDA | 0.55 | 0.51 |
| tblFleetMix | LDA | 0.55 | 0.51 |
| tblFleetMix | LDA | 0.55 | 0.51 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT1 | 0.05 | 0.22 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LDT2 | 0.17 | 0.17 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD1 | 0.02 | 8.0000e-004 |
| tblFleetMix | LHD2 | 6.6100e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 6.6100e-003 | 1.0000e-003 |
| tblFleetMix | LHD2 | 6.6100e-003 | 1.0000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MCY | 0.02 | 2.5000e-003 |
| tblFleetMix | MDV | 0.14 | 0.06 |
| tblFleetMix | MDV | 0.14 | 0.06 |
| tblFleetMix | MDV | 0.14 | 0.06 |
| tblFleetMix | MH | 2.8150e-003 | 3.0000e-003 |
| tblFleetMix | MH | 2.8150e-003 | 3.0000e-003 |
| tblFleetMix | MH | 2.8150e-003 | 3.0000e-003 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|---------------------------|----------------------------|-------------|-------------|
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | MHD | 0.01 | 7.4000e-003 |
| tblFleetMix | OBUS | 6.1700e-004 | 0.00 |
| tblFleetMix | OBUS | 6.1700e-004 | 0.00 |
| tblFleetMix | OBUS | 6.1700e-004 | 0.00 |
| tblFleetMix | SBUS | 1.2780e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.2780e-003 | 1.2000e-003 |
| tblFleetMix | SBUS | 1.2780e-003 | 1.2000e-003 |
| tblFleetMix | UBUS | 4.6500e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6500e-004 | 4.4000e-003 |
| tblFleetMix | UBUS | 4.6500e-004 | 4.4000e-003 |
| tblLandUse | LandUseSquareFeet | 496,584.00 | 0.00 |
| tblLandUse | LotAcreage | 352.92 | 207.60 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 317.95 |
| tblTripsAndVMT | WorkerTripNumber | 399.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 15.00 |
| tblVehicleTrips | PR_TP | 54.00 | 85.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.14 | 6.46 |
| tblVehicleTrips | ST_TR | 46.12 | 107.33 |
| tblVehicleTrips | ST_TR | 9.54 | 8.55 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 6.28 | 6.46 |

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|----------|--------|
| tblVehicleTrips | SU_TR | 21.10 | 107.33 |
| tblVehicleTrips | SU_TR | 8.55 | 8.55 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 7.32 | 6.46 |
| tblVehicleTrips | WD_TR | 37.75 | 107.33 |
| tblVehicleTrips | WD_TR | 9.44 | 8.55 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Mitigated Construction

| | 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 |
|---------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Maximum | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

| | 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 |

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

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|--|--|---------|--|
| | | 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 | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0413 | 0.0165 | 932.2561 |
| Energy | | | | | | | | | | | 0.0000 | 4,028.5427 | 4,028.5427 | 0.2430 | 0.0626 | 4,053.2687 |
| Mobile | | | | | | | | | | | 0.0000 | 12,766.4975 | 12,766.4975 | 0.6762 | 0.5893 | 12,959.0166 |
| Waste | | | | | | | | | | | 321.9762 | 0.0000 | 321.9762 | 19.0283 | 0.0000 | 797.6823 |
| Water | | | | | | | | | | | 43.1941 | 158.0484 | 201.2425 | 4.4529 | 0.1067 | 344.3731 |
| Total | | | | | | | | | | | 365.1703 | 17,879.3891 | 18,244.5594 | 24.4417 | 0.7752 | 19,086.5967 |

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | | | | | | | 0.0000 | 926.0732 | 926.0732 | 0.0410 | 0.0165 | 932.0202 |
| Energy | | | | | | | | | | | 0.0000 | 2,783.9787 | 2,783.9787 | 0.1139 | 0.0469 | 2,800.8094 |
| Mobile | | | | | | | | | | | 0.0000 | 11,913.5128 | 11,913.5128 | 0.6452 | 0.5588 | 12,096.1494 |
| Waste | | | | | | | | | | | 225.3833 | 0.0000 | 225.3833 | 13.3198 | 0.0000 | 558.3776 |
| Water | | | | | | | | | | | 34.5553 | 126.4387 | 160.9940 | 3.5623 | 0.0854 | 275.4985 |
| Total | | | | | | | | | | | 259.9386 | 15,750.0035 | 16,009.9420 | 17.6821 | 0.7076 | 16,662.8551 |

| | 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 | 28.82 | 11.91 | 12.25 | 27.66 | 8.72 | 12.70 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1 | Architectural Coating | Architectural Coating | 10/1/2022 | 10/3/2022 | 5 | 1 | |

Acres of Grading (Site Preparation Phase): 0

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 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 |
| Vendor | | | | | | | | | | | 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 |
| Total | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Improve Pedestrian Network

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 11,913.5128 | 11,913.5128 | 0.6452 | 0.5588 | 12,096.1494 |
| Unmitigated | | | | | | | | | | | 0.0000 | 12,766.4975 | 12,766.4975 | 0.6762 | 0.5893 | 12,959.0166 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|----------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,104.36 | 2,104.36 | 2104.36 | 5,931,629 | 5,522,347 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 4,305.54 | 4,305.54 | 4305.54 | 12,136,186 | 11,298,789 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 912.33 | 912.33 | 912.33 | 2,166,820 | 2,017,309 |
| Single Family Housing | 9,290.03 | 9,290.03 | 9290.03 | 26,186,114 | 24,379,272 |
| Total | 16,612.26 | 16,612.26 | 16,612.26 | 46,420,749 | 43,217,718 |

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 |
| Apartments Low Rise | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Condo/Townhouse | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 9.50 | 7.30 | 7.30 | 16.30 | 64.70 | 19.00 | 85 | 0 | 15 |
| Single Family Housing | 10.80 | 7.30 | 7.50 | 38.40 | 22.60 | 39.00 | 86 | 11 | 3 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |
| City Park | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Condo/Townhouse | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |
| Other Asphalt Surfaces | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Other Non-Asphalt Surfaces | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Parking Lot | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Regional Shopping Center | 0.548891 | 0.052350 | 0.169889 | 0.142795 | 0.024546 | 0.006610 | 0.012173 | 0.015857 | 0.000617 | 0.000465 | 0.021714 | 0.001278 | 0.002815 |
| Single Family Housing | 0.511000 | 0.223100 | 0.169000 | 0.059300 | 0.000800 | 0.001000 | 0.007400 | 0.017300 | 0.000000 | 0.004400 | 0.002500 | 0.001200 | 0.003000 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | 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 | 715.0307 | 715.0307 | 0.0742 | 9.0000e-003 | 719.5667 |
| Electricity Unmitigated | | | | | | | | | | | 0.0000 | 1,959.5947 | 1,959.5947 | 0.2034 | 0.0247 | 1,972.0259 |
| NaturalGas Mitigated | | | | | | | | | | | 0.0000 | 2,068.9480 | 2,068.9480 | 0.0397 | 0.0379 | 2,081.2427 |
| NaturalGas Unmitigated | | | | | | | | | | | 0.0000 | 2,068.9480 | 2,068.9480 | 0.0397 | 0.0379 | 2,081.2427 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | |
| Apartments Low Rise | 5.25524e+006 | | | | | | | | | | | 0.0000 | 280.4395 | 280.4395 | 5.3800e-003 | 5.1400e-003 | 282.1060 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 7.63696e+006 | | | | | | | | | | | 0.0000 | 407.5371 | 407.5371 | 7.8100e-003 | 7.4700e-003 | 409.9589 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 48025 | | | | | | | | | | | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| Single Family Housing | 2.58304e+007 | | | | | | | | | | | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| Total | | | | | | | | | | | | 0.0000 | 2,068.9480 | 2,068.9480 | 0.0397 | 0.0379 | 2,081.2428 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

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 | | | | | |
| Apartments Low Rise | 5.25524e+006 | | | | | | | | | | | 0.0000 | 280.4395 | 280.4395 | 5.3800e-003 | 5.1400e-003 | 282.1060 |
| City Park | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 7.63696e+006 | | | | | | | | | | | 0.0000 | 407.5371 | 407.5371 | 7.8100e-003 | 7.4700e-003 | 409.9589 |
| Other Asphalt Surfaces | 0 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | | | | | | | | | | | 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 |
| Regional Shopping Center | 48025 | | | | | | | | | | | 0.0000 | 2.5628 | 2.5628 | 5.0000e-005 | 5.0000e-005 | 2.5780 |
| Single Family Housing | 2.58304e+007 | | | | | | | | | | | 0.0000 | 1,378.4087 | 1,378.4087 | 0.0264 | 0.0253 | 1,386.5999 |
| Total | | | | | | | | | | | | 0.0000 | 2,068.9480 | 2,068.9480 | 0.0397 | 0.0379 | 2,081.2428 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 1.34384e+006 | 193.8078 | 0.0201 | 2.4400e-003 | 195.0373 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Condo/Townhouse | 3.28743e+006 | 474.1121 | 0.0492 | 5.9600e-003 | 477.1197 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 243021 | 35.0485 | 3.6400e-003 | 4.4000e-004 | 35.2708 |
| Regional Shopping Center | 83640 | 12.0625 | 1.2500e-003 | 1.5000e-004 | 12.1391 |
| Single Family Housing | 8.62964e+006 | 1,244.5639 | 0.1292 | 0.0157 | 1,252.4591 |
| Total | | 1,959.5947 | 0.2034 | 0.0247 | 1,972.0259 |

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 265132 | 38.2373 | 3.9700e-003 | 4.8000e-004 | 38.4799 |
| City Park | -1.07871e+006 | -155.5705 | -0.0162 | -0.0020 | -156.5574 |
| Condo/Townhouse | 2.20872e+006 | 318.5416 | 0.0331 | 4.0100e-003 | 320.5623 |
| Other Asphalt Surfaces | -1.07871e+006 | -155.5705 | -0.0162 | -0.0020 | -156.5574 |
| Other Non-Asphalt Surfaces | -1.07871e+006 | -155.5705 | -0.0162 | -0.0020 | -156.5574 |
| Parking Lot | -835684 | -120.5221 | -0.0125 | -0.0015 | -121.2866 |
| Regional Shopping Center | -995065 | -143.5080 | -0.0149 | -0.0018 | -144.4184 |
| Single Family Housing | 7.55093e+006 | 1,088.9933 | 0.1130 | 0.0137 | 1,095.9017 |
| Total | | 715.0306 | 0.0742 | 8.9800e-003 | 719.5666 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

| | 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 | 926.0732 | 926.0732 | 0.0410 | 0.0165 | 932.0202 |
| Unmitigated | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0413 | 0.0165 | 932.2561 |

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 901.0714 | 901.0714 | 0.0173 | 0.0165 | 906.4260 |
| Landscaping | | | | | | | | | | | 0.0000 | 25.2291 | 25.2291 | 0.0240 | 0.0000 | 25.8301 |
| Total | | | | | | | | | | | 0.0000 | 926.3005 | 926.3005 | 0.0413 | 0.0165 | 932.2561 |

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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 | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | | | | | | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | | | | | | | | | | | 0.0000 | 901.0714 | 901.0714 | 0.0173 | 0.0165 | 906.4260 |
| Landscaping | | | | | | | | | | | 0.0000 | 25.0019 | 25.0019 | 0.0237 | 0.0000 | 25.5942 |
| Total | | | | | | | | | | | 0.0000 | 926.0732 | 926.0732 | 0.0410 | 0.0165 | 932.0202 |

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 160.9940 | 3.5623 | 0.0854 | 275.4985 |
| Unmitigated | 201.2425 | 4.4529 | 0.1067 | 344.3731 |

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|---------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 21.2402 / 13.3906 | 30.0730 | 0.6945 | 0.0166 | 52.3938 |
| City Park | 0 / 16.7999 | 8.4801 | 8.8000e-004 | 1.1000e-004 | 8.5339 |
| Condo/Townhouse | 43.4577 / 27.3973 | 61.5297 | 1.4210 | 0.0340 | 107.1984 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 0.629616 / 0.385894 | 0.8859 | 0.0206 | 4.9000e-004 | 1.5475 |
| Single Family Housing | 70.8224 / 44.6489 | 100.2740 | 2.3158 | 0.0555 | 174.6996 |
| Total | | 201.2425 | 4.4529 | 0.1068 | 344.3731 |

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|---------------------|-----------------|---------------|---------------|-----------------|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 16.9922 / 10.7125 | 24.0584 | 0.5556 | 0.0133 | 41.9151 |
| City Park | 0 / 13.4399 | 6.7841 | 7.0000e-004 | 9.0000e-005 | 6.8271 |
| Condo/Townhouse | 34.7662 / 21.9178 | 49.2237 | 1.1368 | 0.0272 | 85.7587 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 0.503693 / 0.308715 | 0.7087 | 0.0165 | 3.9000e-004 | 1.2380 |
| Single Family Housing | 56.6579 / 35.7191 | 80.2192 | 1.8527 | 0.0444 | 139.7597 |
| Total | | 160.9940 | 3.5623 | 0.0854 | 275.4985 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 225.3833 | 13.3198 | 0.0000 | 558.3776 |
| Unmitigated | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 149.96 | 30.4405 | 1.7990 | 0.0000 | 75.4151 |
| City Park | 1.21 | 0.2456 | 0.0145 | 0.0000 | 0.6085 |
| Condo/Townhouse | 306.82 | 62.2817 | 3.6807 | 0.0000 | 154.3002 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 8.93 | 1.8127 | 0.1071 | 0.0000 | 4.4909 |
| Single Family Housing | 1119.24 | 227.1956 | 13.4269 | 0.0000 | 562.8675 |
| Total | | 321.9762 | 19.0283 | 0.0000 | 797.6823 |

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 104.972 | 21.3084 | 1.2593 | 0.0000 | 52.7906 |
| City Park | 0.847 | 0.1719 | 0.0102 | 0.0000 | 0.4260 |
| Condo/Townhouse | 214.774 | 43.5972 | 2.5765 | 0.0000 | 108.0102 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Regional Shopping Center | 6.251 | 1.2689 | 0.0750 | 0.0000 | 3.1436 |
| Single Family Housing | 783.468 | 159.0369 | 9.3988 | 0.0000 | 394.0073 |
| Total | | 225.3833 | 13.3198 | 0.0000 | 558.3776 |

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

Phase 2 Buildout Operations - 2030 Operational Year Scenario - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| 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 |
|----------------|--------|
|----------------|--------|

11.0 Vegetation

Appendix B: Health Risk Analysis for the Proposed Gasoline Station



MEMORANDUM

To: Costco Wholesale Corporation

From: Eric C. Lu and Haley Ozcan
Ramboll US Consulting, Inc.

Subject: **Human Health Risk Assessment for the Operation of the Proposed Gasoline Dispensing Facility and Warehouse within the Carleton Acres Specific Plan in Visalia, California**

INTRODUCTION

Costco Wholesale Corporation (Costco) is proposing to develop a gasoline dispensing facility ("GDF" or "fuel station") with 15 dispensers (i.e., 30 fueling positions), an approximately 160.5 thousand square-foot warehouse, a car wash, and parking lot with 945 stalls at the northeast corner of W. Riggan Ave. and N. Shirk St., Visalia, CA. This memorandum documents the human health risk assessment (HRA) of the activities associated with the operation of the proposed Costco GDF and warehouse deliveries (the "Project"). Specifically, emissions of toxic air contaminants (TACs) associated with gasoline transfer and dispensing, fuel delivery trucks, warehouse delivery trucks, and transport refrigeration units (TRUs) were estimated to evaluate if the Project would cause a significant health risk impact. A brief description of the methodology and results of the analyses are provided in the following sub-sections. We conclude that the activities associated with the proposed Project would not cause a significant health risk impact, as shown in the results presented below.

METHODOLOGY

TAC Emission Inventory

Ramboll calculated TAC emissions associated with gasoline transfer and dispensing, delivery trucks, and TRUs. Emissions from gasoline transfer and dispensing mainly occur during loading, breathing, refueling, spillage, and from hose permeation. Total organic gas emission factors (pounds/thousand gallons) were obtained from San Joaquin Valley Air Pollution Control District (SJVAPCD) and California Air Pollution Control Officers Association (CAPCOA) 1997 Gasoline Service Station Industrywide Risk Assessment Technical Guidance.^{1,2} The following assumptions were used to calculate emissions from gasoline transfer and dispensing.

¹ SJVAPCD. 2017. AB 2588 "Hot Spots" Air Toxics Profiles. March. Available at: <https://www.valleyair.org/busind/pto/AB-2588-Toxics-Profiles.docx>. Accessed: February 2023.

² CAPCOA. 1997. Gasoline Service Station Industrywide Risk Assessment Guidelines. November. Available at: <https://ww2.arb.ca.gov/sites/default/files/classic/ab2588/rrap-iwra/gasiwra.pdf>. Accessed: February 2023.

February 16, 2023

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- Maximum hourly throughput of 4,711 gallons per hour based on allocating the maximum annual throughput to the GDF's operational hours in a year.
- Annual throughput of 25.6 million gallons per year.

Emissions would occur from delivery trucks travelling to and from the Project site for warehouse deliveries and fuel deliveries to the GDF, and from delivery truck idling during fuel and warehouse loading/unloading activities. Health risk from delivery truck activities was associated with diesel particulate matter (DPM) emissions. Diesel exhaust, a complex mixture that includes hundreds of individual constituents, is identified by the State of California as a known carcinogen.^{3,4} Under California regulatory guidelines, DPM is used as a surrogate measure of exposure for the mixture of chemicals that make up diesel exhaust. We conservatively assumed that all PM₁₀ from diesel-fueled delivery trucks is DPM.

Emissions from the Project would include TRUs, which are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported via delivery truck. Health risk from DPM emitted by TRUs during delivery truck travel was evaluated. Details of gasoline transfer and dispensing, delivery truck, and TRU emission calculations are presented in **Appendix A**.

Air Dispersion Modeling

Model Selection

The AMS/EPA Regulatory Model Improvement Committee (AERMIC) Model (AERMOD) (Version 22112) was used to estimate the ambient air TAC concentrations.⁵ AERMOD has been approved for use in various regulatory applications by USEPA, California Air Resources Board (CARB), and SJVAPCD. AERMOD uses mathematical equations to simulate the movement and dispersion of air contaminants in the atmosphere. For each receptor location, the model generates air concentrations (or air dispersion factors as unit emissions were modeled) that result from emissions from multiple sources.

The regulatory default option, rural dispersion coefficient, and 1-hour and PERIOD averaging times were selected based on CARB approved risk assessment health values.⁶ Dispersion model averaging times are specified based on the averaging times of ambient air quality standards and the air quality significance thresholds established by SJVAPCD. For the HRA, the 1-hour averaging time was used to evaluate acute (short-term) effects and the PERIOD averaging time (average concentration for the 5-year meteorological data set) was used to evaluate chronic (long-term) health effects. For the acute effects, emissions from the gasoline dispensing facility activity were set based on the anticipated operating hours of the fueling station for each day of the week. Emissions were modeled using the χ/Q ("chi over cue") method such that each source group had unit emission rates (i.e., a total of

³ Cal/EPA, OEHHA. 1998. Findings of the Scientific Review Panel on The Report on Diesel Exhaust, as adopted at the Panel's April 22, 1998, meeting.

⁴ Cal/EPA, OEHHA. 2018. OEHHA/ARB Consolidated Table of Approved Risk Assessment Health Values. May. Available at: <https://www.arb.ca.gov/toxics/healthval/contable.pdf>. Accessed: February 2023.

⁵ USEPA. 2021. User's Guide for the AMS/EPA Regulatory Model (AERMOD). April. Available at: https://gaftp.epa.gov/Air/aqmg/SCRAM/models/preferred/aermod/aermod_userguide.pdf. Accessed: February 2023.

⁶ CARB. 2018. Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values. Available at: <https://www.arb.ca.gov/toxics/healthval/contable.pdf>. Accessed: February 2023.

1 gram per second [g/s]) and the model estimated dispersion factors (with a unit of micrograms per cubic meter per grams per second [$\mu\text{g}/\text{m}^3$]/[g/s]).

Source Characterization

The GDF emission sources were modeled as point sources (loading and breathing emissions) and volume sources (refueling, hose permeation, and spillage). Source parameters for the GDF emission sources were developed based on SJVAPCD Draft Guidance for Air Dispersion Modeling and the dimensions of the proposed GDF.⁷ DPM emissions from fuel delivery trucks and warehouse delivery trucks traveling on the roadway links within 0.25 miles of the site boundary were modeled as line-volume sources. Line-area sources were used to represent TRUs traveling on the roadway links within 0.25 miles of the site boundary. Point sources were used to represent on-site fuel delivery truck, warehouse delivery truck, and TRU idling. The emission rate for each source was modeled as 1 gram per second. Modeled emission source locations are shown in **Figure 1**. Source input parameters are included in **Appendix B**.

Meteorology

SJVAPCD provides AERMOD model-ready meteorological data sets for use in air quality and risk impact analyses in the San Joaquin Valley Air Pollution Control District. SJVAPCD's Visalia Municipal Airport (KVIS) meteorological data set was selected to analyze the Project's impacts, based on that station's geographic proximity to the Project and best representation of the facility's meteorological conditions (such as prevailing winds), terrain, and surrounding land use.⁸ The KVIS meteorological data set is for January 1, 2007 to December 31, 2010.⁹ Oakland WSO Airport in Oakland, CA was used as the upper air meteorological station in this data set. The meteorological station location is presented in **Figure 2**.

Receptors

Analyzing impacts of receptors close to sources of TACs is important in determining cancer and non-cancer health risk impacts. In order to evaluate health impacts to off-site receptors, nearby residential and sensitive receptor populations were identified out to 2,000 meters from the modeled Project sources. SJVAPCD identifies the following as off-site sensitive receptors: schools, daycare facilities, hospitals, and adult/elderly care facilities.¹⁰ The following receptors are included in the AERMOD modeling per SJVAPCD guidance:¹¹

- 25 m x 25 m from the site boundary to 100 m from the site boundary;
- 50 m x 50 m from 100 m to 250 m from the site boundary;

⁷ SJVAPCD. Draft Guidance for Air Dispersion Modeling. Available at: https://www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf. Accessed: February 2023.

⁸ SJVAPCD. Air Quality Modeling: Permitting & CEQA. Available at: http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm#met_data. Accessed: February 2023.

⁹ SJVAPCD. AERMOD Meteorological File for Visalia Municipal Airport. Available at: ftp://ftp2.valleyair.org/public/Modeling/Meteorological_Data/AERMET%20v18081_UStar/Visalia_93144/. Accessed: February 2023.

¹⁰ SJVAPCD. 2022. Guidance for Air Dispersion Modeling. Available at: http://www.valleyair.org/busind/pto/tox_resources/Modeling_Guidance.pdf. Accessed: February 2023.

¹¹ Ibid.

- 100 m x 100 m from 250 m to 500 m from the site boundary;
- 250 m x 250 m from 500 m to 1,000 m from the site boundary;
- 500 m x 500 m from 1,000 m to 2,000 m from the site boundary; and
- Discrete sensitive receptors.

Receptors spaced 20 meters apart along the Project boundary were also included in the modeling run. These boundary receptors capture the proposed future residential and worker receptors based on the surrounding Specific Plan land uses.

Non-residential sensitive receptor locations within a two-kilometer radius of the modeled site boundary were identified based on publicly available databases.¹² Using these databases in addition to Google Earth Pro,¹³ Ramboll identified the following non-residential sensitive receptor locations within the modeling domain: Ridgeview Middle School, Denton Elementary School, Mid-County Community School, St. Paul's School (Preschool Enrichment Program), Tulare County Early Childhood Education Preschool, Head Start Home Based Program Preschool, and Ambitions – Mae Carden assisted living home.

The locations of all receptors are illustrated on **Figure 3**. Receptor heights were assumed to be ground-level based on SJVAPCD Guidance.¹⁴

Health Risk Assessment

Ramboll used CARB's Hotspots Analysis and Reporting Program (HARP2) Air Dispersion and Modeling and Risk Tool¹⁵ (ADMRT) to calculate the health risks associated with emissions from Project-related mobile sources. HARP2 has been developed by CARB for estimating health risk values and it incorporates the requirements of the latest version of the Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Risk Assessment guidelines.¹⁶ Emissions input to HARP2 are shown in **Appendix A**.

Lifetime cancer risk, chronic hazard index (HIC), and acute hazard index (HIA) were calculated at each receptor. To estimate these impacts, the following runs were performed for the Project: residential cancer risk, residential non-cancer chronic risk, worker cancer risk, worker non-cancer chronic risk,

¹² California Department of Education, California School Directory. Available at: <http://www.cde.ca.gov/re/sd>. Accessed: February 2023.

California Department of Social Services, Child Care Directory. Available at: <https://www.ccl.dss.ca.gov/carefacilitysearch?rewrite=downloaddata>. Accessed: February 2023.

California Health and Human Services, Open Data Portal. Available at: <https://data.chhs.ca.gov/>. Accessed: February 2023.

Centers for Medicare & Medicaid Services, Online Search Directory. Available at: <https://www.medicare.gov/care-compare/>. Accessed: February 2023.

¹³ Google Earth Pro. Available at: <https://earth.google.com/web/>. Accessed: February 2023.

¹⁴ SJVAPCD. 2022. Guidance for Air Dispersion Modeling. Available at: http://www.valleyair.org/busind/pto/tox_resources/Modeling_Guidance.pdf. Accessed: February 2023.

¹⁵ CARB. 2021. Hot Spots Analysis and Reporting Program (HARP). March. Available at: <https://ww2.arb.ca.gov/our-work/programs/hot-spots-analysis-reporting-program>. Accessed: February 2023.

¹⁶ Cal/EPA. 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. Office of Environmental Health Hazard Assessment. February. Available at: <https://oehha.ca.gov/air/cnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>. Accessed: February 2023.

and non-cancer acute risk. The health risk assessment options chosen for these runs (**Table 1**) were based on SJVAPCD's risk assessment guidelines.¹⁷

RESULTS

A summary of the maximum health risk impacts is shown in **Table 2**. HARP2 outputs for all receptors are shown in **Appendix A**. As shown in this table, the emissions associated with operation of the proposed Project are less than the SJVAPCD significance thresholds.¹⁸

¹⁷ SJVAPCD. Health Risk Assessment Guidance Document for AB2588 and CEQA. Document provided by the SJVAPCD staff, Kyle Melching, via email dated August 4, 2021.

¹⁸ SJVAPCD. 2015. GAMAQI. Available at: <http://www.valleyair.org/transportation/GAMAQI.pdf>. Accessed: July 2022.

Table 1. Health Risk Assessment Options Used in HARP2 ADMRT Tool

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| HARP2 Risk Analyses Screen/ Option Title | | Options Chosen ¹ | | | | |
|---|----------------------------|--|------------------------------|--|---------------------------|---------------------------------|
| | | Residential Cancer Risk Run | Residential Chronic Risk Run | Worker Cancer Risk Run | Worker Chronic Risk Run | Acute Risk Run |
| Select Risk Scenario | Analysis Type | Cancer Risk | Chronic Risk (Non-cancer) | Cancer Risk | Chronic Risk (Non-cancer) | Acute Risk (Non-cancer) |
| | Receptor Type | Individual Resident | | Worker | | N/A |
| | Exposure Duration | 70-Year | N/A | 40-Year (16 start age) | N/A | N/A |
| | Intake Rate Percentile | 95th percentile (High End) | | 95th percentile (High End) | | N/A |
| Select Pathways to Evaluate | Tab "Pathways to Evaluate" | User Defined Select deposition rate of 0.05 m/s | | Select "Worker Pathways" Select deposition rate of 0.05 m/s | | Default Inhalation Only Pathway |
| | Tab "Inh" | Uncheck "Apply fraction of time spent at home (FAH) to ages greater than or equal to 16 years" | | Check box "Use Adjustment Factors" with worker adjustment factor (WAF) = 1.85 ² | | Use Defaults (No Change) |
| | Tab "Soil" | Use Defaults (No Change) | | Use Defaults (No Change) | | N/A |
| | Tab "Derm" | Warm Climate | | Warm Climate | | N/A |
| | Tab "MMIk" | Use Defaults (No Change) | | N/A | N/A | N/A |
| | Tab "HG Produce" | Use Defaults (No Change) | | N/A | N/A | N/A |
| | Tab "Pig, Chicken, & Egg" | Use Defaults (No Change) | | N/A | N/A | N/A |

Notes:

¹ HARP2 options were chosen based on SJVAPCD's Draft HRA Guidance provided to Ramboll by Kyle Melching (SJVAPCD) on August 4, 2021.

² Annual concentration adjustment factor for workers is conservatively set based on the shortest operating day of the Costco GDF (i.e., Sunday operating hours from 7AM to 8PM).

Abbreviations:

ADMRT - Air Dispersion Modeling and Risk Tool
HARP - Hotspots Analysis and Reporting Program
HRA - health risk assessment
m/s - meters per second

N/A - not applicable
SJVAPCD - San Joaquin Valley Air Pollution Control District
WAF - worker adjustment factor

Table 2. Health Risk Assessment Results

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| Receptor Type | Maximum Estimated Cancer Risk (in a million) | Maximum Estimated Chronic Hazard Index¹ | Maximum Estimated Acute Hazard Index¹ |
|--------------------------------|---|---|---|
| Residential | 6.6 | 0.0 | 0.2 |
| Sensitive | 0.4 | 0.0 | 0.0 |
| Worker | 4.0 | 0.1 | 0.5 |
| SJVAPCD Threshold ² | 20 | 1 | 1 |

Notes:

¹ Chronic and acute hazard indices shown as 0.0 are non-zero values; however, they are below a meaningful reporting level for this analysis.

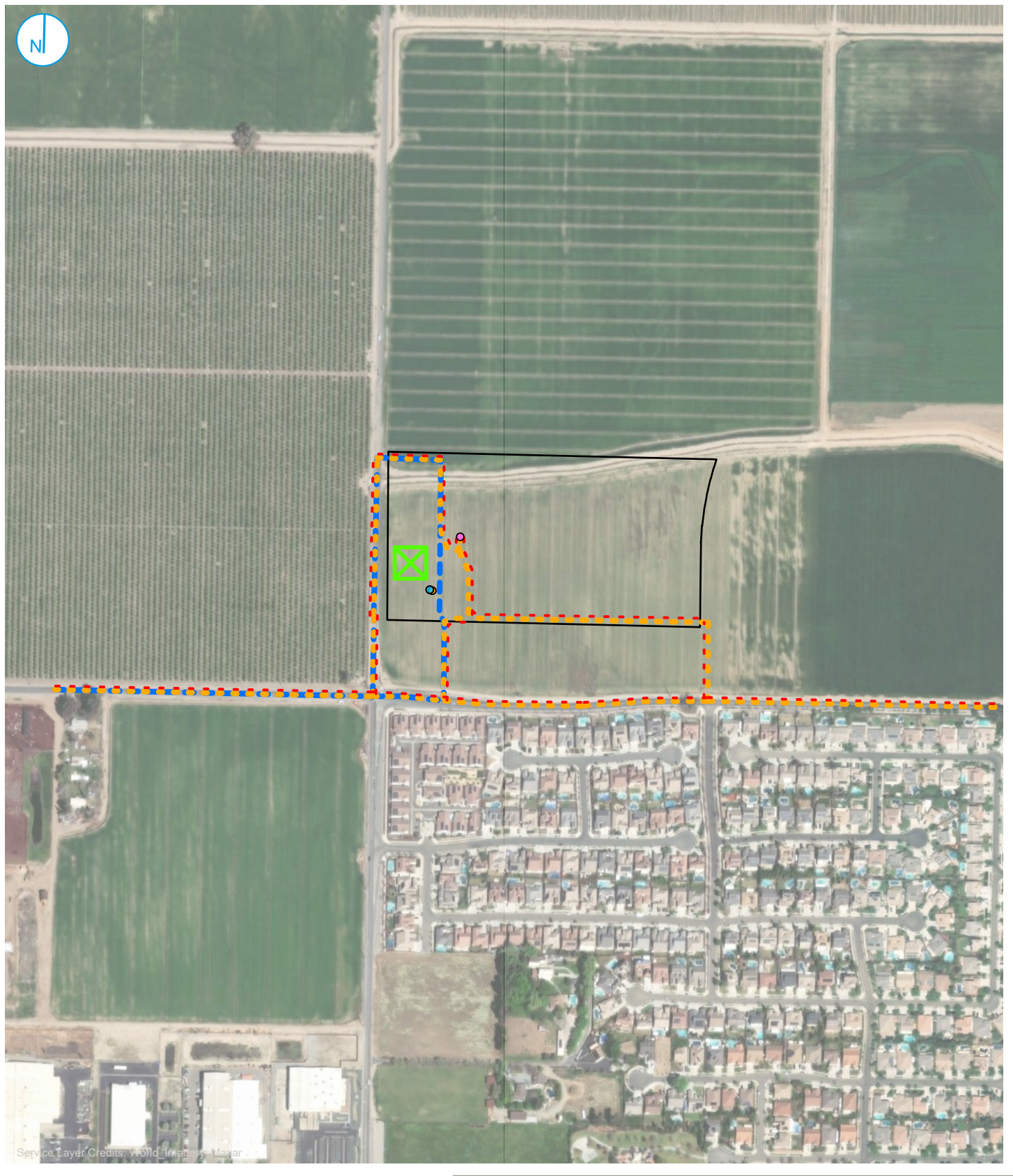
² SJVAPCD CEQA Thresholds of Significance. Available at: <http://www.valleyair.org/transportation/0714-GAMAQI-TACs-Thresholds-of-Significance.pdf>. Accessed: February 2023.

Abbreviations:

CEQA - California Environmental Quality Act

SJVAPCD - San Joaquin Valley Air Pollution Control District

FIGURES



Service Layer Credits: World Imagery - Maxar

- Warehouse Delivery Truck and Transport Refrigeration Unit Idling
- GDF Breathing and Loading
- Fuel Delivery Truck Idling
- - - Transport Refrigeration Unit Travel
- - - Warehouse Delivery Truck Travel
- - - GDF Refueling and Spillage
- - - Fuel Delivery Truck Travel
- - - Site Boundary



MODELED SOURCE LOCATIONS

FIGURE 01
DRAFT

Visalia Costco
Warehouse and Fuel Station

Tulare County, CA

RAMBOLL US CONSULTING, INC.
A RAMBOLL COMPANY





Service Layer Credits: World Imagery, Earthstar-Geographics

- Meteorological Station
- Site Boundary

METEOROLOGICAL STATION LOCATION

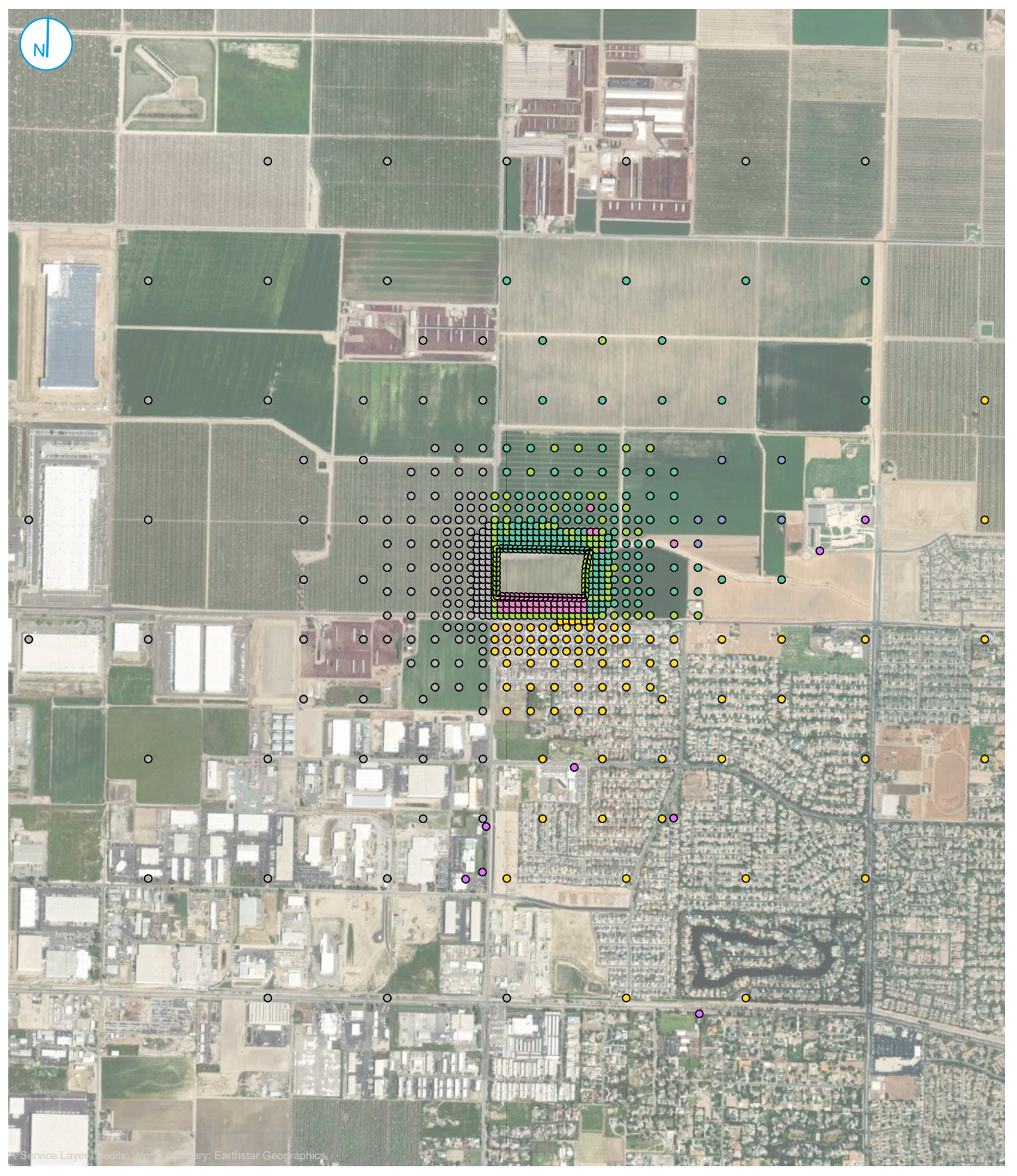
FIGURE 02
DRAFT

**Visalia Costco
Warehouse and Fuel Station**

RAMBOLL US CONSULTING, INC.
A RAMBOLL COMPANY



Tulare County, CA



Service Layer Credits: Work Imagery: Earthstar Geographics

- Site Boundary
- Roadway
- Resident
- Future Resident
- Sensitive
- Future Sensitive
- Worker
- Future Worker

MODELED RECEPTOR LOCATIONS

FIGURE 03
DRAFT

0 2,500 5,000 Feet

Costco Visalia
Tulare County, CA

RAMBOLL US CONSULTING, INC.
A RAMBOLL COMPANY



**APPENDIX A
EMISSION CALCULATIONS**

Table A-1. Traffic Volumes and Vehicle Miles Traveled on Modeled Roadways

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| Modeled Roadway Links ¹ | | Source Group ID | Number of Travel Directions | Peak Hour Trip Rates ² (one-way trips/hour) | | | | Total ⁵ |
|------------------------------------|--|-----------------|-----------------------------|---|----------|----------|---------|--------------------|
| | | | | Internal | External | | | |
| | | | | | Primary | Diverted | Pass-by | |
| Fuel Delivery Trucks | On-Site Fuel Truck Travel (Entry A) | FDT_A | 1 | 0 | 1 | 0 | 0 | 1 |
| | Fuel Truck Travel (W. Riggin Ave., West of N. Shirk St.) | FDT_5 | 2 | 0 | 2 | 0 | 0 | 2 |
| | Fuel Truck Travel (N. Shirk St., Between Entry B and W. Riggin Ave.) | FDT_4 | 1 | 0 | 1 | 0 | 0 | 1 |
| | Fuel Truck Travel (N. Shirk St., Between Entry A and Entry B) | FDT_3 | 1 | 0 | 1 | 0 | 0 | 1 |
| | Fuel Truck Travel (W. Riggin Ave., Between N. Shirk St. and Entry C) | FDT_7 | 1 | 0 | 1 | 0 | 0 | 1 |
| | On-Site Idling | FDT_IDLE | -- | 0 | 2 | 0 | 0 | 2 |
| Warehouse Delivery Trucks | On-Site Warehouse Truck Travel (Entry A) | WDT_A | 2 | 0 | 4 | 0 | 0 | 4 |
| | On-Site Warehouse Truck Travel (Entry C) | WDT_C | 2 | 0 | 4 | 0 | 0 | 4 |
| | On-Site Warehouse Truck Travel (Entry E) | WDT_E | 1 | 0 | 2 | 0 | 0 | 2 |
| | Warehouse Truck Travel (W. Riggin Ave., West of N. Shirk St.) | WDT_5 | 2 | 0 | 4 | 0 | 0 | 4 |
| | Warehouse Truck Travel (N. Shirk St., Between Entry B and W. Riggin Ave.) | WDT_4 | 2 | 0 | 4 | 0 | 0 | 4 |
| | Warehouse Truck Travel (N. Shirk St., Between Entry A and Entry B) | WDT_3 | 2 | 0 | 4 | 0 | 0 | 4 |
| | Warehouse Truck Travel (W. Riggin Ave., Between N. Shirk St. and Entry C) | WDT_7 | 2 | 0 | 4 | 0 | 0 | 4 |
| | Warehouse Truck Travel (W. Riggin Ave., Between Entry C and Entry D) | WDT_8 | 1 | 0 | 2 | 0 | 0 | 2 |
| | Warehouse Truck Travel (W. Riggin Ave., Between Entry D and N. Denton St.) | WDT_9 | 1 | 0 | 2 | 0 | 0 | 2 |
| | Warehouse Truck Travel (W. Riggin Ave., East of N. Denton St.) | WDT_11 | 2 | 0 | 4 | 0 | 0 | 4 |
| | Warehouse Truck Travel (Between W. Riggin Ave. and Entry E) | WDT_12 | 1 | 0 | 2 | 0 | 0 | 2 |
| | On-Site Idling | WDT_IDLE | -- | 0 | 4 | 0 | 0 | 4 |

Table A-1. Traffic Volumes and Vehicle Miles Traveled on Modeled Roadways

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| Modeled Roadway Links ¹ | | Source Group ID | Number of Travel Directions | Peak Hour Trip Rates ² (one-way trips/hour) | | | | |
|------------------------------------|--|-----------------|-----------------------------|---|----------|----------|---------|--------------------|
| | | | | Internal | External | | | Total ⁵ |
| | | | | | Primary | Diverted | Pass-by | |
| Transportation Refrigeration Units | On-Site TRU Usage During Travel (Entry A) | TRU_A | 2 | 0 | 2 | 0 | 0 | 2 |
| | On-Site TRU Usage During Travel (Entry C) | TRU_C | 2 | 0 | 2 | 0 | 0 | 2 |
| | On-Site TRU Usage During Travel (Entry E) | TRU_E | 1 | 0 | 1 | 0 | 0 | 1 |
| | TRU Usage During Transit (W. Riggin Ave., West of N. Shirk St.) | TRU_5 | 2 | 0 | 2 | 0 | 0 | 2 |
| | TRU Usage During Transit (N. Shirk St., Between Entry B and W. Riggin Ave.) | TRU_4 | 2 | 0 | 2 | 0 | 0 | 2 |
| | TRU Usage During Transit (N. Shirk St., Between Entry A and Entry B) | TRU_3 | 2 | 0 | 2 | 0 | 0 | 2 |
| | TRU Usage During Transit (W. Riggin Ave., Between N. Shirk St. and Entry C) | TRU_7 | 2 | 0 | 2 | 0 | 0 | 2 |
| | TRU Usage During Transit (W. Riggin Ave., Between Entry C and Entry D) | TRU_8 | 1 | 0 | 1 | 0 | 0 | 1 |
| | TRU Usage During Transit (W. Riggin Ave., Between Entry D and N. Denton St.) | TRU_9 | 1 | 0 | 1 | 0 | 0 | 1 |
| | TRU Usage During Transit (W. Riggin Ave., East of N. Denton St.) | TRU_11 | 2 | 0 | 2 | 0 | 0 | 2 |
| | TRU Usage During Transit (Between W. Riggin Ave. and Entry E) | TRU_12 | 1 | 0 | 1 | 0 | 0 | 1 |
| | TRU Usage at Loading Dock | TRU_IDLE | -- | 0 | 2 | 0 | 0 | 2 |

Table A-1. Traffic Volumes and Vehicle Miles Traveled on Modeled Roadways

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| Modeled Roadway Links ¹ | | Source Group ID | Annual Trip Rates ² (one-way trips/year) | | | | Segment Length ³ (miles) | Peak Hour VMT ⁴ (miles/hour) | Annual VMT ⁴ (miles/year) | |
|------------------------------------|--|-----------------|--|----------|----------|---------|--|--|---|--------------------|
| | | | Internal | External | | | | | | Total ⁵ |
| | | | | Primary | Diverted | Pass-by | | | | |
| Fuel Delivery Trucks | On-Site Fuel Truck Travel (Entry A) | FDT_A | 0 | 2,555 | 0 | 0 | 2,555 | 0.22 | 0.2 | 574 |
| | Fuel Truck Travel (W. Riggin Ave., West of N. Shirk St.) | FDT_5 | 0 | 5,110 | 0 | 0 | 5,110 | 0.23 | 0.5 | 1,200 |
| | Fuel Truck Travel (N. Shirk St., Between Entry B and W. Riggin Ave.) | FDT_4 | 0 | 2,555 | 0 | 0 | 2,555 | 0.06 | 0.1 | 151 |
| | Fuel Truck Travel (N. Shirk St., Between Entry A and Entry B) | FDT_3 | 0 | 2,555 | 0 | 0 | 2,555 | 0.12 | 0.1 | 296 |
| | Fuel Truck Travel (W. Riggin Ave., Between N. Shirk St. and Entry C) | FDT_7 | 0 | 2,555 | 0 | 0 | 2,555 | 0.05 | 0.1 | 130 |
| | On-Site Idling | FDT_IDLE | 0 | 5,110 | 0 | 0 | 5,110 | -- | -- | -- |
| Warehouse Delivery Trucks | On-Site Warehouse Truck Travel (Entry A) | WDT_A | 0 | 10,950 | 0 | 0 | 10,950 | 0.13 | 0.5 | 1,440 |
| | On-Site Warehouse Truck Travel (Entry C) | WDT_C | 0 | 10,950 | 0 | 0 | 10,950 | 0.13 | 0.5 | 1,474 |
| | On-Site Warehouse Truck Travel (Entry E) | WDT_E | 0 | 5,475 | 0 | 0 | 5,475 | 0.24 | 0.5 | 1,287 |
| | Warehouse Truck Travel (W. Riggin Ave., West of N. Shirk St.) | WDT_5 | 0 | 10,950 | 0 | 0 | 10,950 | 0.23 | 0.9 | 2,571 |
| | Warehouse Truck Travel (N. Shirk St., Between Entry B and W. Riggin Ave.) | WDT_4 | 0 | 10,950 | 0 | 0 | 10,950 | 0.06 | 0.2 | 647 |
| | Warehouse Truck Travel (N. Shirk St., Between Entry A and Entry B) | WDT_3 | 0 | 10,950 | 0 | 0 | 10,950 | 0.12 | 0.5 | 1,267 |
| | Warehouse Truck Travel (W. Riggin Ave., Between N. Shirk St. and Entry C) | WDT_7 | 0 | 10,950 | 0 | 0 | 10,950 | 0.05 | 0.2 | 559 |
| | Warehouse Truck Travel (W. Riggin Ave., Between Entry C and Entry D) | WDT_8 | 0 | 5,475 | 0 | 0 | 5,475 | 0.10 | 0.2 | 565 |
| | Warehouse Truck Travel (W. Riggin Ave., Between Entry D and N. Denton St.) | WDT_9 | 0 | 5,475 | 0 | 0 | 5,475 | 0.09 | 0.2 | 495 |
| | Warehouse Truck Travel (W. Riggin Ave., East of N. Denton St.) | WDT_11 | 0 | 10,950 | 0 | 0 | 10,950 | 0.24 | 0.9 | 2,579 |
| | Warehouse Truck Travel (Between W. Riggin Ave. and Entry E) | WDT_12 | 0 | 5,475 | 0 | 0 | 5,475 | 0.06 | 0.1 | 315 |
| On-Site Idling | WDT_IDLE | 0 | 10,950 | 0 | 0 | 10,950 | -- | -- | -- | |

Table A-1. Traffic Volumes and Vehicle Miles Traveled on Modeled Roadways

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| Modeled Roadway Links ¹ | | Source Group ID | Annual Trip Rates ² (one-way trips/year) | | | | Segment Length ³ (miles) | Peak Hour VMT ⁴ (miles/hour) | Annual VMT ⁴ (miles/year) | |
|------------------------------------|--|-----------------|--|----------|----------|---------|--|--|---|--------------------|
| | | | Internal | External | | | | | | Total ⁵ |
| | | | | Primary | Diverted | Pass-by | | | | |
| Transportation Refrigeration Units | On-Site TRU Usage During Travel (Entry A) | TRU_A | 0 | 3,650 | 0 | 0 | 3,650 | 0.08 | 0.2 | 306 |
| | On-Site TRU Usage During Travel (Entry C) | TRU_C | 0 | 3,650 | 0 | 0 | 3,650 | 0.13 | 0.3 | 490 |
| | On-Site TRU Usage During Travel (Entry E) | TRU_E | 0 | 1,825 | 0 | 0 | 1,825 | 0.23 | 0.2 | 427 |
| | TRU Usage During Transit (W. Riggin Ave., West of N. Shirk St.) | TRU_5 | 0 | 3,650 | 0 | 0 | 3,650 | 0.23 | 0.5 | 853 |
| | TRU Usage During Transit (N. Shirk St., Between Entry B and W. Riggin Ave.) | TRU_4 | 0 | 3,650 | 0 | 0 | 3,650 | 0.06 | 0.1 | 217 |
| | TRU Usage During Transit (N. Shirk St., Between Entry A and Entry B) | TRU_3 | 0 | 3,650 | 0 | 0 | 3,650 | 0.12 | 0.2 | 425 |
| | TRU Usage During Transit (W. Riggin Ave., Between N. Shirk St. and Entry C) | TRU_7 | 0 | 3,650 | 0 | 0 | 3,650 | 0.05 | 0.1 | 192 |
| | TRU Usage During Transit (W. Riggin Ave., Between Entry C and Entry D) | TRU_8 | 0 | 1,825 | 0 | 0 | 1,825 | 0.10 | 0.1 | 190 |
| | TRU Usage During Transit (W. Riggin Ave., Between Entry D and N. Denton St.) | TRU_9 | 0 | 1,825 | 0 | 0 | 1,825 | 0.09 | 0.1 | 167 |
| | TRU Usage During Transit (W. Riggin Ave., East of N. Denton St.) | TRU_11 | 0 | 3,650 | 0 | 0 | 3,650 | 0.24 | 0.5 | 863 |
| | TRU Usage During Transit (Between W. Riggin Ave. and Entry E) | TRU_12 | 0 | 1,825 | 0 | 0 | 1,825 | 0.06 | 0.1 | 105 |
| | TRU Usage at Loading Dock | TRU_IDLE | 0 | 3,650 | 0 | 0 | 3,650 | -- | -- | -- |

Notes:

¹ See Figure 1 for a graphic representation of the modeled sources.

² Trip rates are based on Project-specific data and peak hour trip rates were prepared by traffic counts collected by Kittelson & Associates. Peak hour trip rates conservatively represent the midday weekend peak hour. Fuel delivery truck round trip rates assume 1 truck per hour and 7 trucks per day. Warehouse delivery truck round trip rates assume 2 trucks per hour and 15 trucks per day. It is assumed that 5 warehouse delivery trucks will be equipped with a TRU.

³ Segment length based on modeled source length in AERMOD.

⁴ VMT is calculated as the product of the segment length and the total number of trips in the respective averaging period.

⁵ Total trips are the sum of all internal and external trips for each modeled source.

Abbreviations:

AERMOD - American Meteorological Society/Environmental Protection Agency Regulatory Model

TRU - transportation refrigeration unit

VMT - vehicle miles traveled

Table A-2. Diesel Particulate Matter Emission Factors

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| EMFAC Vehicle Class | Fuel | EMFAC VMT Output ¹ (miles/day) | DPM Emission Factor ² | | |
|--|--------|--|---|--|---------------------------------|
| | | | Off-site Running Exhaust ³ (g/mile) | On-site Running Exhaust ⁴ (g/mile) | Idle Exhaust (g/idle-minute) |
| Fuel Delivery, Warehouse Delivery, and Tire Center Delivery Trucks Trucks | | | | | |
| HHDT | Diesel | 753,668 | 0.029 | 0.360 | 0.0002 |
| Diesel HHDT Emission Factor³ | | | 0.029 | 0.360 | 0.0002 |

Notes:

¹ Data obtained from EMFAC2021 output for HHDT diesel vehicle default emissions activity.

² For purposes of this analysis, DPM emissions are assumed to be equal to PM₁₀ exhaust emissions from diesel vehicles.

³ Off-site running exhaust emission factor is based on EMFAC2021 default activity output for aggregated speeds.

⁴ On-site running exhaust emission factor is based on EMFAC2021 project-level emission rate output for a speed of 5 mph.

Conversion Factors:

60 minutes/hour

907,185 g/ton

Abbreviations:

DPM - diesel particulate matter

EMFAC - Emission FACTors model

g - grams

HHDT - Heavy heavy-duty truck

mph - miles per hour

PM₁₀ - particulate matter less than 10 microns in diameter

VMT - vehicle miles travelled

Table A-3. Delivery Truck Emissions
 Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Source Group ID ¹ | Modeled Roadway Link | Project VMT ² (miles) | | Project Trips ² (one-way trips) | | Idle Duration (minutes/round trip) | DPM Exhaust Emissions ³ |
|------------------------------|--|----------------------------------|--------|--|--------|------------------------------------|------------------------------------|
| | | Peak Hour | Annual | Peak Hour | Annual | | Annual (lb/year) |
| FDT_A | On-Site Fuel Truck Travel (Entry A) | 0.2 | 574 | 1 | 2,555 | -- | 4.56E-01 |
| FDT_5 | Fuel Truck Travel (W. Riggan Ave., West of N. Shirk St.) | 0.5 | 1,200 | 2 | 5,110 | -- | 7.61E-02 |
| FDT_4 | Fuel Truck Travel (N. Shirk St., Between Entry B and W. Riggan Ave.) | 0.1 | 151 | 1 | 2,555 | -- | 9.57E-03 |
| FDT_3 | Fuel Truck Travel (N. Shirk St., Between Entry A and Entry B) | 0.1 | 296 | 1 | 2,555 | -- | 1.87E-02 |
| FDT_7 | Fuel Truck Travel (W. Riggan Ave., Between N. Shirk St. and Entry C) | 0.1 | 130 | 1 | 2,555 | -- | 8.27E-03 |
| WDT_A | On-Site Warehouse Truck Travel (Entry A) | 0.5 | 1,440 | 4 | 10,950 | -- | 1.14E+00 |
| WDT_C | On-Site Warehouse Truck Travel (Entry C) | 0.5 | 1,474 | 4 | 10,950 | -- | 1.17E+00 |
| WDT_E | On-Site Warehouse Truck Travel (Entry E) | 0.5 | 1,287 | 2 | 5,475 | -- | 1.02E+00 |
| WDT_5 | Warehouse Truck Travel (W. Riggan Ave., West of N. Shirk St.) | 0.9 | 2,571 | 4 | 10,950 | -- | 1.63E-01 |
| WDT_4 | Warehouse Truck Travel (N. Shirk St., Between Entry B and W. Riggan Ave.) | 0.2 | 647 | 4 | 10,950 | -- | 4.10E-02 |
| WDT_3 | Warehouse Truck Travel (N. Shirk St., Between Entry A and Entry B) | 0.5 | 1,267 | 4 | 10,950 | -- | 8.03E-02 |
| WDT_7 | Warehouse Truck Travel (W. Riggan Ave., Between N. Shirk St. and Entry C) | 0.2 | 559 | 4 | 10,950 | -- | 3.54E-02 |
| WDT_8 | Warehouse Truck Travel (W. Riggan Ave., Between Entry C and Entry D) | 0.2 | 565 | 2 | 5,475 | -- | 3.59E-02 |
| WDT_9 | Warehouse Truck Travel (W. Riggan Ave., Between Entry D and N. Denton St.) | 0.2 | 495 | 2 | 5,475 | -- | 3.14E-02 |
| WDT_11 | Warehouse Truck Travel (W. Riggan Ave., East of N. Denton St.) | 0.9 | 2,579 | 4 | 10,950 | -- | 1.64E-01 |
| WDT_12 | Warehouse Truck Travel (Between W. Riggan Ave. and Entry E) | 0.1 | 315 | 2 | 5,475 | -- | 2.00E-02 |
| FDT_IDLE | On-Site Idling ⁴ | -- | -- | 2 | 5,110 | 5 | 6.49E-03 |
| WDT_IDLE | On-Site Idling ⁴ | -- | -- | 4 | 10,950 | 5 | 1.39E-02 |

Notes:

¹ See Figure 1 for a graphic representation of the modeled sources.

² Data obtained from Table A-1.

³ Delivery truck DPM emissions calculated using emission factors from Table A-2 along with Project VMT.

⁴ Includes emissions from on-site truck idling that is estimated using the number of round trips (i.e., half of the one-way trips), idling time per round trip and truck idling emission factors from Table A-2. Idling time limited to 5 minutes per round trip per CARB Regulation for In-Use Off-Road Diesel-Fueled Fleets. Available at: <https://ww2.arb.ca.gov/sites/default/files/classic/msprog/ordiesel/faq/idlepolicyfaq.pdf>. Accessed: January 2023.

Abbreviations:

CARB - California Air Resources Board
 DPM - diesel particulate matter
 g - grams

lb - pounds
 TRU - Transport Refrigeration Units
 VMT - vehicle miles traveled

Conversion Factor:

453.59 g/lb

Table A-4. TRU Emission Calculations
 Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| | |
|---|------------------------|
| Emission Factor² (g/bhp-hr) | PM₁₀ |
| | 0.04 |

| Source Group ID¹ | Modeled Roadway Link | Total Travel Distance³ | Travel Speed⁴ | Operating Duration^{5,6} | DPM Exhaust Emissions⁷ |
|------------------------------------|--|--|---------------------------------|---|--|
| | | Miles | mph | Minutes | Annual (lb/year) |
| TRU_A | On-Site TRU Usage During Travel (Entry A) | 0.168 | 5 | 2.01 | 0.10 |
| TRU_C | On-Site TRU Usage During Travel (Entry C) | 0.269 | 5 | 3.22 | 0.16 |
| TRU_E | On-Site TRU Usage During Travel (Entry E) | 0.234 | 5 | 2.81 | 0.14 |
| TRU_5 | TRU Usage During Transit (W. Riggin Ave., West of N. Shirk St.) | 0.467 | 30 | 0.93 | 0.05 |
| TRU_4 | TRU Usage During Transit (N. Shirk St., Between Entry B and W. Riggin Ave.) | 0.119 | 30 | 0.24 | 0.01 |
| TRU_3 | TRU Usage During Transit (N. Shirk St., Between Entry A and Entry B) | 0.233 | 30 | 0.47 | 0.02 |
| TRU_7 | TRU Usage During Transit (W. Riggin Ave., Between N. Shirk St. and Entry C) | 0.105 | 30 | 0.21 | 0.01 |
| TRU_8 | TRU Usage During Transit (W. Riggin Ave., Between Entry C and Entry D) | 0.104 | 30 | 0.21 | 0.01 |
| TRU_9 | TRU Usage During Transit (W. Riggin Ave., Between Entry D and N. Denton St.) | 0.091 | 30 | 0.18 | 0.01 |
| TRU_11 | TRU Usage During Transit (W. Riggin Ave., East of N. Denton St.) | 0.473 | 30 | 0.95 | 0.05 |
| TRU_12 | TRU Usage During Transit (Between W. Riggin Ave. and Entry E) | 0.057 | 30 | 0.11 | 0.01 |
| TRU_IDLE | TRU Usage at Loading Dock | -- | -- | -- | 0.00 |

Notes:

- ¹ See Figure 1 for a graphic representation of the modeled sources.
- ² Emission factors obtained from OFFROAD2021 emissions output for Calendar Year 2025, Transportation Refrigeration Unit - Instate Trailer and Transportation Refrigeration Unit - Out-Of-State Trailer in Tulare County.
- ³ Approximately 5 delivery trucks per day are equipped with TRUs.
- ⁴ TRU travel speed (30 mph off-site and 5 mph on-site) is based on Appendix I of the Proposed Amendments to the ATCM Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate, Table II.G.1. Emission Estimate Inputs for a Cold Storage Warehouse. <https://ww2.arb.ca.gov/sites/default/files/barcu/board/rulemaking/tru2021/appi.pdf>. Accessed: February 2023.
- ⁵ TRU operating duration is calculated as the product of travel speed and total travel distance.
- ⁶ It is anticipated that the on-site loading dock will be equipped with plug-ins for TRUs to use for power during deliveries. Therefore, TRU emissions at the warehouse loading dock as assumed to be zero.
- ⁷ For purposes of this analysis, DPM emissions are assumed to be equal to PM₁₀ exhaust emissions.
- ⁸ Horsepower obtained from CARB 2021 Update to Emissions Inventory for Transport Refrigeration Units, Section 2.6, for TRUs Over 25 hp, 2013 and newer. Available at: <https://ww2.arb.ca.gov/sites/default/files/barcu/board/rulemaking/tru2021/apph.pdf>. Accessed: February 2023.
- ⁹ Load factor obtained from CARB 2021 Update to Emissions Inventory for Transport Refrigeration Units, Appendix H Table 10, for TRUs Over 25 hp, 2013 and newer. Available at: <https://ww2.arb.ca.gov/sites/default/files/barcu/board/rulemaking/tru2021/apph.pdf>. Accessed: February 2023.

Abbreviations:

bhp - brake horsepower
 CARB - California Air Resources Board
 DPM - diesel particulate matter
 g - grams

hr - hour
 lb - pounds
 min - minute

mph - miles per hour
 PM₁₀ - particulate matter less than 10 microns in diameter
 TRU - transport refrigeration unit

Constants:

Horsepower⁸ 50 bhp
 Load Factor⁹ 0.38
 30 mph, off-site travel speed ⁴
 5 mph, on-site travel speed ⁴

Conversion Factors:

453.592 g/lb
 60 min/hr
 365 day/year
 2000 lb/ton
 60 mins/hr

Table A-5. Gasoline Transfer and Dispensing Emissions

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| | | Source Group ID | | | | | |
|---|---------------|-----------------|-----------|-----------|-----------------|----------|----------|
| | | LOADING | BREATH | REFILL | | | SPILL |
| | | Loading | Breathing | Refueling | Hose Permeation | Total | Spillage |
| VOC Emission Factor ¹ (lb/1,000 gallons) | | 0.15 | 0.024 | 0.356 | 0.009 | -- | 0.24 |
| Weight Percent | Benzene | 0.30% | 0.30% | 0.30% | 0.30% | -- | 1.00% |
| | Ethyl Benzene | 1.60% | 1.60% | 1.60% | 1.60% | -- | 1.60% |
| | Toluene | 8.0% | 8.0% | 8.0% | 8.0% | -- | 8.0% |
| | Xylenes | 2.4% | 2.4% | 2.4% | 2.4% | -- | 2.4% |
| Emissions (lb/hr) | Benzene | 2.12E-03 | 3.39E-04 | 5.03E-03 | 1.27E-04 | 5.16E-03 | 1.13E-02 |
| | Ethyl Benzene | 1.13E-02 | 1.81E-03 | 2.68E-02 | 6.78E-04 | 2.75E-02 | 1.81E-02 |
| | Toluene | 5.65E-02 | 9.05E-03 | 1.34E-01 | 3.39E-03 | 1.38E-01 | 9.05E-02 |
| | Xylenes | 1.70E-02 | 2.71E-03 | 4.03E-02 | 1.02E-03 | 4.13E-02 | 2.71E-02 |
| Emissions (lb/year) | Benzene | 11.52 | 1.84 | 27.34 | 0.69 | 28.03 | 61.44 |
| | Ethyl Benzene | 61.44 | 9.83 | 145.82 | 3.69 | 149.50 | 98.30 |
| | Toluene | 307.20 | 49.15 | 729.09 | 18.43 | 747.52 | 491.52 |
| | Xylenes | 92.16 | 14.75 | 218.73 | 5.53 | 224.26 | 147.46 |

Throughput:

Maximum Hourly² 4,711 gallons/hr
Maximum Annual 25.6 million gallons/year

Notes:

¹ Emission factors and speciation obtained from SJVAPCD and CAPCOA 1997 Gasoline Service Station Industrywide Risk Assessment Technical Guidance. Available at: <https://ww2.arb.ca.gov/sites/default/files/classic//ab2588/rrap-iwra/gasiwra.pdf> and <https://www.valleyair.org/busind/pto/AB-2588-Toxics-Profiles.docx>. Accessed: February 2023.

² Maximum hourly throughput is based on allocating the maximum annual throughput to the gasoline dispensing facility's operational hours in a year.

Abbreviations:

CAPCOA - California Air Pollution Control Officers Association
CARB - California Air Resources Board
hr - hour

lb - pounds
SJVAPCD - San Joaquin Valley Air Pollution Control District
VOC - volatile organic compounds

Table A-6. Gasoline Dispensing Facility Operational VOC Emissions

Visalia Costco Warehouse and Fuel Station

Tulare County, California

| VOC Emission Factor¹ (lb/1,000 gallons) | | | | | | Throughput² (million gallons/ year) | VOC Emissions² (tons/year) |
|---|------------------|------------------|----------------------------|-----------------|--------------|---|--|
| Loading | Breathing | Refueling | Hose Permeation | Spillage | Total | | |
| 0.15 | 0.024 | 0.356 | 0.009 | 0.24 | 0.779 | 25.6 | 10.0 |

Notes:

¹ Emission factors obtained from SJVAPCD staff via email on October 13, 2021 for EVR Phase I and EVR Phase II Installed Underground Tank.

² Project emissions are estimated using a throughput of 25.6 million gallons/year.

Abbreviations:

EVR - enhanced vapor recovery

lb - pounds

SJVAPCD - San Joaquin Valley Air Pollution Control District

VOC - volatile organic compounds

**APPENDIX B
AERMOD INPUTS**

Table B-1. Modeled Source Parameters - Point Sources

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| Model ID | Description | Stack Height¹ (m) | Stack Temperature¹ (K) | Exit Velocity¹ (m/s) | Stack Diameter¹ (m) | Emission Rate (g/s) |
|-----------------|---------------------------------|---|--|--|---|--------------------------------|
| FDT_IDLE | Fuel Delivery Truck Idling | 3.84 | 366.00 | 51.71 | 0.1 | 1 |
| WDT_IDLE | Warehouse Delivery Truck Idling | 3.84 | 366.00 | 51.71 | 0.1 | 1 |
| TRU_IDLE | TRU Idling | 3.96 | 501.00 | 49.00 | 0.04445 | 1 |
| LOADING | GDF Loading Emissions | 3.66 | 291.00 | 0.00035 | 0.0508 | 1 |
| BREATH | GDF Breathing Emissions | 3.66 | 288.71 | 0.000106 | 0.0508 | 1 |

Notes:

¹ Stack parameters are based on SJVAPCD Draft Guidance for Air Dispersion Modeling. Available at: https://www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf. Accessed: February 2023.

Abbreviations:

gal- gallons

GDF - gasoline dispensing facility

g - gram

g/s - grams per second

K - Kelvin

m - meters

m/s - meters per second

s - second

SJVAPCD - San Joaquin Valley Air Pollution Control District

Table B-2. Modeled Source Parameters - Volume Sources

Visalia Costco Warehouse and Fuel Station
Tulare County, California

| Source Type | Model ID | Description | Release Height¹ (m) | Initial Lateral Dimension, Sigma Y² (m) | Initial Vertical Dimension, Sigma Z¹ (m) | Emission Rate (g/s) |
|--------------------|-----------------|-------------------------------|---------------------------------------|---|--|----------------------------|
| Volume | REFILL | Refueling and Hose Permeation | 4.00 | 8.71 | 1.86 | 1 |
| Volume | SPILL | Spillage | 4.00 | 8.71 | 1.86 | 1 |

Notes:

¹ Release height and Sigma Z are based on SJVAPCD Draft Guidance for Air Dispersion Modeling. Available at: https://www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf. Accessed: February 2023.

² Initial lateral dimension is based on the dimensions of the gas station canopy.

Abbreviations:

g - gram

g/s - grams per second

m - meters

s - second

SJVAPCD - San Joaquin Valley Air Pollution Control District

Table B-3. Modeled Source Parameters – Line-Volume Mobile Sources

Visalia Costco Warehouse and Fuel Station

Tulare County, California

| Source Parameters | Fuel Delivery Truck Travel | Warehouse Delivery Truck Travel |
|---------------------------------|-----------------------------------|--|
| Source Type | Line-Volume | Line-Volume |
| Plume Width ¹ (m) | 3.66 | 3.66 |
| Plume Height ² (m) | 6.80 | 6.80 |
| Release Height ³ (m) | 3.40 | 3.40 |

Notes:

¹ Plume width is equal to SJVAPCD recommended value of 12 feet for truck width. Diana Walker of SJVAPCD confirmed this value on October 7, 2021.

² The plume height for fuel delivery and warehouse delivery trucks is assumed to be equal to 1.7 times the vehicle height. Vehicle height is based on the USEPA Transportation Conformity Guidance.

³ Release height for fuel delivery and warehouse delivery trucks is estimated as half of the initial vertical dimension based on the USEPA Transportation Conformity Guidance.

Abbreviations:

m - meters

SJVAPCD - San Joaquin Valley Air Pollution Control District

USEPA - United States Environmental Protection Agency

References:

SJVAPCD. 2006. Guidance for Air Dispersion Modeling. Available at: https://www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf. Accessed: February 2023.

USEPA. 2015. Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas Appendices. November. Available at: <https://nepis.epa.gov/Exe/ZyPdf.cgi?Dockkey=P100NN22.pdf>. Accessed: February 2023.

Table B-4 Modeled Source Parameters – Line-Area Mobile Sources

Visalia Costco Warehouse and Fuel Station

Tulare County, California

| Source Parameters | Passenger Vehicle Travel | Passenger Vehicle Idling | TRU Travel ⁵ |
|--|--------------------------|--------------------------|-------------------------|
| Source Type | Line-Area | Areapoly | Line-Area |
| Width ¹ (m) | 3.3 per lane | N/A | 3.3 per lane |
| Initial Vertical Dimension (m) | 2.6 | 2.6 | 6.8 |
| Initial Vertical Dispersion Coefficient ^{2,3} (m) | 1.21 | 0.30 | 3.16 |
| Release Height ⁴ (m) | 1.3 | 1.3 | 3.4 |

Notes:

¹ Road width is estimated as a product of the number of lanes and width of a lane. The width of the lane is defined as 3.3 meters based on the USEPA Transportation Conformity Guidance.

² The initial vertical dispersion coefficient for vehicle travel is estimated as the initial vertical dimension divided by 2.15 based on the USEPA Transportation Conformity Guidance.

³ For on-site idling emission sources, the initial vertical dispersion coefficient is estimated as the initial vertical dimension divided by 4.3, based on the USEPA AERMOD User Guide.

⁴ Release height is estimated as half of the initial vertical dimension based on the USEPA Transportation Conformity Guidance.

⁵ TRU travel source parameters are based on Appendix I to the Proposed Amendments to the ATCM Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate, Table II.F.4. AERMOD Source Inputs - Grocery Store.

Abbreviations:

AERMOD - American Meteorological Society/Environmental Protection Agency Regulatory Model

ft - feet

m - meters

N/A - not applicable

PM_{2.5} - Particulate Matter Less Than 2.5 Microns In Diameter

PM₁₀ - Particulate Matter Less Than 10 Microns In Diameter

TRU - transport refrigeration unit

USEPA - United States Environmental Protection Agency

References:

USEPA. 2015. Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas Appendices. November. Available at: <https://nepis.epa.gov/Exe/ZyPdf.cgi?Dockkey=P100NN22.pdf>. Accessed: February 2023.

USEPA. 2021. User's Guide for the AMS/EPA Regulatory Model. August. Available at: https://gaftp.epa.gov/Air/aqmg/SCRAM/models/preferred/aermod/aermod_userguide.pdf. Accessed: February 2023.

**APPENDIX C
HARP2 OUTPUTS**

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|---------------|----------------------------|----------------------|--------------------|
| 1 | 288909.99 | 4026370.29 | Sensitive | 0.13 | 2.16E-04 | 1.53E-02 |
| 2 | 287882.41 | 4025464.63 | Sensitive | 0.41 | 6.90E-04 | 2.67E-02 |
| 3 | 287513.54 | 4025217.32 | Sensitive | 0.13 | 2.26E-04 | 1.83E-02 |
| 4 | 288405.60 | 4024434.05 | Sensitive | 0.10 | 1.62E-04 | 7.00E-03 |
| 5 | 287427.85 | 4024997.06 | Sensitive | 0.09 | 1.51E-04 | 1.27E-02 |
| 6 | 287498.18 | 4025026.64 | Sensitive | 0.10 | 1.65E-04 | 1.42E-02 |
| 7 | 288297.96 | 4025252.53 | Sensitive | 0.34 | 5.51E-04 | 1.73E-02 |
| 8 | 287825.00 | 4026075.00 | Residential | 6.00 | 9.48E-03 | 1.33E-01 |
| 9 | 287850.00 | 4026075.00 | Residential | 5.42 | 8.34E-03 | 1.11E-01 |
| 10 | 287875.00 | 4026075.00 | Residential | 4.92 | 7.33E-03 | 1.03E-01 |
| 11 | 287900.00 | 4026075.00 | Residential | 4.48 | 6.44E-03 | 9.37E-02 |
| 12 | 287925.00 | 4026075.00 | Residential | 4.11 | 5.67E-03 | 9.02E-02 |
| 13 | 287950.00 | 4026075.00 | Residential | 3.92 | 5.01E-03 | 8.45E-02 |
| 14 | 287500.00 | 4026100.00 | Worker | 0.58 | 4.44E-03 | 1.89E-01 |
| 15 | 287525.00 | 4026100.00 | Worker | 0.70 | 5.65E-03 | 2.08E-01 |
| 16 | 287550.00 | 4026100.00 | Roadway | -- | -- | -- |
| 17 | 287575.00 | 4026100.00 | Roadway | -- | -- | -- |
| 18 | 287600.00 | 4026100.00 | Roadway | -- | -- | -- |
| 19 | 287625.00 | 4026100.00 | Roadway | -- | -- | -- |
| 20 | 287650.00 | 4026100.00 | Roadway | -- | -- | -- |
| 21 | 287675.00 | 4026100.00 | Roadway | -- | -- | -- |
| 22 | 287700.00 | 4026100.00 | Roadway | -- | -- | -- |
| 23 | 287725.00 | 4026100.00 | Roadway | -- | -- | -- |
| 24 | 287750.00 | 4026100.00 | Roadway | -- | -- | -- |
| 25 | 287775.00 | 4026100.00 | Roadway | -- | -- | -- |
| 26 | 287800.00 | 4026100.00 | Roadway | -- | -- | -- |
| 27 | 287825.00 | 4026100.00 | Roadway | -- | -- | -- |
| 28 | 287850.00 | 4026100.00 | Roadway | -- | -- | -- |
| 29 | 287875.00 | 4026100.00 | Roadway | -- | -- | -- |
| 30 | 287900.00 | 4026100.00 | Roadway | -- | -- | -- |
| 31 | 287925.00 | 4026100.00 | Roadway | -- | -- | -- |
| 32 | 287950.00 | 4026100.00 | Roadway | -- | -- | -- |
| 33 | 287975.00 | 4026100.00 | Roadway | -- | -- | -- |
| 34 | 287475.00 | 4026125.00 | Worker | 0.54 | 4.41E-03 | 2.25E-01 |
| 35 | 287500.00 | 4026125.00 | Worker | 0.65 | 5.48E-03 | 2.17E-01 |
| 36 | 287525.00 | 4026125.00 | Worker | 0.82 | 7.17E-03 | 2.30E-01 |
| 37 | 287550.00 | 4026125.00 | Roadway | -- | -- | -- |
| 38 | 287575.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 39 | 287600.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 40 | 287625.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 41 | 287650.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 42 | 287675.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 43 | 287700.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 44 | 287725.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 45 | 287750.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 46 | 287775.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 47 | 287800.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 48 | 287825.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 49 | 287850.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 50 | 287875.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 51 | 287900.00 | 4026125.00 | Future Worker | -- | -- | -- |
| 52 | 287925.00 | 4026125.00 | Future Worker | -- | -- | -- |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|-----------------|----------------------------|----------------------|--------------------|
| 53 | 287950.00 | 4026125.00 | Future Resident | -- | -- | -- |
| 54 | 287975.00 | 4026125.00 | Future Resident | -- | -- | -- |
| 55 | 288000.00 | 4026125.00 | Future Resident | -- | -- | -- |
| 56 | 287475.00 | 4026150.00 | Worker | 0.62 | 5.52E-03 | 2.59E-01 |
| 57 | 287500.00 | 4026150.00 | Worker | 0.77 | 6.97E-03 | 2.84E-01 |
| 58 | 287525.00 | 4026150.00 | Worker | 1.01 | 9.37E-03 | 2.82E-01 |
| 59 | 287550.00 | 4026150.00 | Roadway | -- | -- | -- |
| 60 | 287575.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 61 | 287600.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 62 | 287625.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 63 | 287650.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 64 | 287675.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 65 | 287700.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 66 | 287725.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 67 | 287750.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 68 | 287775.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 69 | 287800.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 70 | 287825.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 71 | 287850.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 72 | 287875.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 73 | 287900.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 74 | 287925.00 | 4026150.00 | Future Worker | -- | -- | -- |
| 75 | 287950.00 | 4026150.00 | Future Resident | -- | -- | -- |
| 76 | 287975.00 | 4026150.00 | Future Resident | -- | -- | -- |
| 77 | 288000.00 | 4026150.00 | Future Resident | -- | -- | -- |
| 78 | 288025.00 | 4026150.00 | Future Resident | -- | -- | -- |
| 79 | 287475.00 | 4026175.00 | Worker | 0.76 | 7.26E-03 | 2.58E-01 |
| 80 | 287500.00 | 4026175.00 | Worker | 0.97 | 9.37E-03 | 3.36E-01 |
| 81 | 287525.00 | 4026175.00 | Worker | 1.29 | 1.28E-02 | 3.75E-01 |
| 82 | 287550.00 | 4026175.00 | Roadway | -- | -- | -- |
| 83 | 287575.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 84 | 287600.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 85 | 287625.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 86 | 287650.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 87 | 287675.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 88 | 287700.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 89 | 287725.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 90 | 287750.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 91 | 287775.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 92 | 287800.00 | 4026175.00 | Future Worker | -- | -- | -- |
| 93 | 287950.00 | 4026175.00 | Future Roadway | -- | -- | -- |
| 94 | 287975.00 | 4026175.00 | Future Roadway | -- | -- | -- |
| 95 | 288000.00 | 4026175.00 | Future Roadway | -- | -- | -- |
| 96 | 288025.00 | 4026175.00 | Future Roadway | -- | -- | -- |
| 97 | 287475.00 | 4026200.00 | Worker | 0.97 | 9.96E-03 | 2.83E-01 |
| 98 | 287500.00 | 4026200.00 | Worker | 1.27 | 1.34E-02 | 3.56E-01 |
| 99 | 287525.00 | 4026200.00 | Worker | 1.77 | 1.95E-02 | 4.36E-01 |
| 100 | 287550.00 | 4026200.00 | Roadway | -- | -- | -- |
| 101 | 287950.00 | 4026200.00 | Future Resident | -- | -- | -- |
| 102 | 287975.00 | 4026200.00 | Future Resident | -- | -- | -- |
| 103 | 288000.00 | 4026200.00 | Future Resident | -- | -- | -- |
| 104 | 288025.00 | 4026200.00 | Future Roadway | -- | -- | -- |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|-----------------|----------------------------|----------------------|--------------------|
| 105 | 287475.00 | 4026225.00 | Worker | 1.23 | 1.36E-02 | 3.21E-01 |
| 106 | 287500.00 | 4026225.00 | Worker | 1.70 | 1.96E-02 | 4.22E-01 |
| 107 | 287525.00 | 4026225.00 | Worker | 2.54 | 3.09E-02 | 4.91E-01 |
| 108 | 287550.00 | 4026225.00 | Roadway | -- | -- | -- |
| 109 | 287950.00 | 4026225.00 | Future Resident | -- | -- | -- |
| 110 | 287975.00 | 4026225.00 | Future Resident | -- | -- | -- |
| 111 | 288000.00 | 4026225.00 | Future Resident | -- | -- | -- |
| 112 | 288025.00 | 4026225.00 | Future Roadway | -- | -- | -- |
| 113 | 287475.00 | 4026250.00 | Worker | 1.52 | 1.77E-02 | 3.22E-01 |
| 114 | 287500.00 | 4026250.00 | Worker | 2.21 | 2.71E-02 | 3.94E-01 |
| 115 | 287525.00 | 4026250.00 | Worker | 3.57 | 4.67E-02 | 4.71E-01 |
| 116 | 287550.00 | 4026250.00 | Roadway | -- | -- | -- |
| 117 | 287950.00 | 4026250.00 | Future Resident | -- | -- | -- |
| 118 | 287975.00 | 4026250.00 | Future Resident | -- | -- | -- |
| 119 | 288000.00 | 4026250.00 | Future Resident | -- | -- | -- |
| 120 | 288025.00 | 4026250.00 | Future Roadway | -- | -- | -- |
| 121 | 287475.00 | 4026275.00 | Worker | 1.74 | 2.08E-02 | 3.21E-01 |
| 122 | 287500.00 | 4026275.00 | Worker | 2.52 | 3.17E-02 | 3.92E-01 |
| 123 | 287525.00 | 4026275.00 | Worker | 3.95 | 5.25E-02 | 4.78E-01 |
| 124 | 287550.00 | 4026275.00 | Roadway | -- | -- | -- |
| 125 | 287950.00 | 4026275.00 | Future Resident | -- | -- | -- |
| 126 | 287975.00 | 4026275.00 | Future Resident | -- | -- | -- |
| 127 | 288000.00 | 4026275.00 | Future Resident | -- | -- | -- |
| 128 | 288025.00 | 4026275.00 | Future Roadway | -- | -- | -- |
| 129 | 287475.00 | 4026300.00 | Worker | 1.74 | 2.06E-02 | 2.89E-01 |
| 130 | 287500.00 | 4026300.00 | Worker | 2.34 | 2.87E-02 | 3.25E-01 |
| 131 | 287525.00 | 4026300.00 | Worker | 3.30 | 4.19E-02 | 3.94E-01 |
| 132 | 287550.00 | 4026300.00 | Roadway | -- | -- | -- |
| 133 | 287950.00 | 4026300.00 | Future Roadway | -- | -- | -- |
| 134 | 287975.00 | 4026300.00 | Future Resident | -- | -- | -- |
| 135 | 288000.00 | 4026300.00 | Future Resident | -- | -- | -- |
| 136 | 288025.00 | 4026300.00 | Future Roadway | -- | -- | -- |
| 137 | 287475.00 | 4026325.00 | Worker | 1.56 | 1.77E-02 | 2.51E-01 |
| 138 | 287500.00 | 4026325.00 | Worker | 1.99 | 2.30E-02 | 3.06E-01 |
| 139 | 287525.00 | 4026325.00 | Worker | 2.53 | 2.95E-02 | 3.81E-01 |
| 140 | 287550.00 | 4026325.00 | Roadway | -- | -- | -- |
| 141 | 287950.00 | 4026325.00 | Future Roadway | -- | -- | -- |
| 142 | 287975.00 | 4026325.00 | Future Resident | -- | -- | -- |
| 143 | 288000.00 | 4026325.00 | Future Resident | -- | -- | -- |
| 144 | 288025.00 | 4026325.00 | Future Resident | -- | -- | -- |
| 145 | 287475.00 | 4026350.00 | Worker | 1.38 | 1.46E-02 | 2.39E-01 |
| 146 | 287500.00 | 4026350.00 | Worker | 1.68 | 1.79E-02 | 2.74E-01 |
| 147 | 287525.00 | 4026350.00 | Worker | 1.93 | 1.98E-02 | 3.21E-01 |
| 148 | 287550.00 | 4026350.00 | Roadway | -- | -- | -- |
| 149 | 287950.00 | 4026350.00 | Future Roadway | -- | -- | -- |
| 150 | 287975.00 | 4026350.00 | Future Resident | -- | -- | -- |
| 151 | 288000.00 | 4026350.00 | Future Resident | -- | -- | -- |
| 152 | 288025.00 | 4026350.00 | Future Resident | -- | -- | -- |
| 153 | 287475.00 | 4026375.00 | Worker | 1.23 | 1.20E-02 | 2.10E-01 |
| 154 | 287500.00 | 4026375.00 | Worker | 1.44 | 1.34E-02 | 2.50E-01 |
| 155 | 287525.00 | 4026375.00 | Worker | 1.67 | 1.34E-02 | 2.26E-01 |
| 156 | 287550.00 | 4026375.00 | Roadway | -- | -- | -- |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station

Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|-----------------|----------------------------|----------------------|--------------------|
| 157 | 287825.00 | 4026375.00 | Future Resident | -- | -- | -- |
| 158 | 287850.00 | 4026375.00 | Future Resident | -- | -- | -- |
| 159 | 287875.00 | 4026375.00 | Future Resident | -- | -- | -- |
| 160 | 287900.00 | 4026375.00 | Future Resident | -- | -- | -- |
| 161 | 287925.00 | 4026375.00 | Future Resident | -- | -- | -- |
| 162 | 287950.00 | 4026375.00 | Future Resident | -- | -- | -- |
| 163 | 287975.00 | 4026375.00 | Future Roadway | -- | -- | -- |
| 164 | 288000.00 | 4026375.00 | Future Worker | -- | -- | -- |
| 165 | 288025.00 | 4026375.00 | Future Resident | -- | -- | -- |
| 166 | 287475.00 | 4026400.00 | Worker | 1.08 | 9.66E-03 | 2.04E-01 |
| 167 | 287500.00 | 4026400.00 | Worker | 1.22 | 9.87E-03 | 2.06E-01 |
| 168 | 287525.00 | 4026400.00 | Worker | 1.38 | 9.41E-03 | 1.70E-01 |
| 169 | 287550.00 | 4026400.00 | Roadway | -- | -- | -- |
| 170 | 287575.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 171 | 287600.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 172 | 287625.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 173 | 287650.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 174 | 287675.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 175 | 287700.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 176 | 287725.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 177 | 287750.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 178 | 287775.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 179 | 287800.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 180 | 287825.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 181 | 287850.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 182 | 287875.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 183 | 287900.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 184 | 287925.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 185 | 287950.00 | 4026400.00 | Future Roadway | -- | -- | -- |
| 186 | 287975.00 | 4026400.00 | Future Roadway | -- | -- | -- |
| 187 | 288000.00 | 4026400.00 | Future Roadway | -- | -- | -- |
| 188 | 288025.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 189 | 287475.00 | 4026425.00 | Worker | 0.90 | 7.59E-03 | 1.80E-01 |
| 190 | 287500.00 | 4026425.00 | Worker | 0.95 | 7.34E-03 | 1.52E-01 |
| 191 | 287525.00 | 4026425.00 | Worker | 0.98 | 6.96E-03 | 1.64E-01 |
| 192 | 287550.00 | 4026425.00 | Roadway | -- | -- | -- |
| 193 | 287575.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 194 | 287600.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 195 | 287625.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 196 | 287650.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 197 | 287675.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 198 | 287700.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 199 | 287725.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 200 | 287750.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 201 | 287775.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 202 | 287800.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 203 | 287825.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 204 | 287850.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 205 | 287875.00 | 4026425.00 | Future Roadway | -- | -- | -- |
| 206 | 287900.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 207 | 287925.00 | 4026425.00 | Future Roadway | -- | -- | -- |
| 208 | 287950.00 | 4026425.00 | Future Roadway | -- | -- | -- |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|-----------------|----------------------------|----------------------|--------------------|
| 209 | 287975.00 | 4026425.00 | Future Roadway | -- | -- | -- |
| 210 | 288000.00 | 4026425.00 | Future Roadway | -- | -- | -- |
| 211 | 288025.00 | 4026425.00 | Future Resident | -- | -- | -- |
| 212 | 287500.00 | 4026450.00 | Worker | 0.72 | 5.61E-03 | 1.22E-01 |
| 213 | 287525.00 | 4026450.00 | Worker | 0.71 | 5.37E-03 | 1.47E-01 |
| 214 | 287550.00 | 4026450.00 | Roadway | -- | -- | -- |
| 215 | 287575.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 216 | 287600.00 | 4026450.00 | Future Roadway | -- | -- | -- |
| 217 | 287625.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 218 | 287650.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 219 | 287675.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 220 | 287700.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 221 | 287725.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 222 | 287750.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 223 | 287775.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 224 | 287800.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 225 | 287825.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 226 | 287850.00 | 4026450.00 | Future Roadway | -- | -- | -- |
| 227 | 287875.00 | 4026450.00 | Future Roadway | -- | -- | -- |
| 228 | 287900.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 229 | 287925.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 230 | 287950.00 | 4026450.00 | Future Worker | -- | -- | -- |
| 231 | 287975.00 | 4026450.00 | Future Worker | -- | -- | -- |
| 232 | 288000.00 | 4026450.00 | Future Roadway | -- | -- | -- |
| 233 | 287525.00 | 4026475.00 | Worker | 0.54 | 4.28E-03 | 1.27E-01 |
| 234 | 287550.00 | 4026475.00 | Roadway | -- | -- | -- |
| 235 | 287575.00 | 4026475.00 | Future Resident | -- | -- | -- |
| 236 | 287600.00 | 4026475.00 | Future Roadway | -- | -- | -- |
| 237 | 287625.00 | 4026475.00 | Future Resident | -- | -- | -- |
| 238 | 287650.00 | 4026475.00 | Future Resident | -- | -- | -- |
| 239 | 287675.00 | 4026475.00 | Future Resident | -- | -- | -- |
| 240 | 287700.00 | 4026475.00 | Future Resident | -- | -- | -- |
| 241 | 287725.00 | 4026475.00 | Future Resident | -- | -- | -- |
| 242 | 287750.00 | 4026475.00 | Future Roadway | -- | -- | -- |
| 243 | 287775.00 | 4026475.00 | Future Roadway | -- | -- | -- |
| 244 | 287800.00 | 4026475.00 | Future Roadway | -- | -- | -- |
| 245 | 287500.00 | 4025950.00 | Worker | 0.19 | 1.79E-03 | 1.06E-01 |
| 246 | 287550.00 | 4025950.00 | Residential | 1.29 | 2.23E-03 | 8.84E-02 |
| 247 | 287600.00 | 4025950.00 | Residential | 1.62 | 2.80E-03 | 1.02E-01 |
| 248 | 287650.00 | 4025950.00 | Residential | 2.03 | 3.51E-03 | 9.47E-02 |
| 249 | 287700.00 | 4025950.00 | Residential | 2.50 | 4.26E-03 | 9.89E-02 |
| 250 | 287750.00 | 4025950.00 | Residential | 2.83 | 4.79E-03 | 9.69E-02 |
| 251 | 287800.00 | 4025950.00 | Residential | 3.00 | 5.08E-03 | 8.69E-02 |
| 252 | 287850.00 | 4025950.00 | Residential | 2.96 | 4.99E-03 | 8.58E-02 |
| 253 | 287900.00 | 4025950.00 | Residential | 2.77 | 4.59E-03 | 7.47E-02 |
| 254 | 287950.00 | 4025950.00 | Residential | 2.50 | 4.06E-03 | 6.85E-02 |
| 255 | 288000.00 | 4025950.00 | Residential | 2.23 | 3.54E-03 | 6.57E-02 |
| 256 | 287400.00 | 4026000.00 | Worker | 0.17 | 1.35E-03 | 9.53E-02 |
| 257 | 287450.00 | 4026000.00 | Worker | 0.20 | 1.70E-03 | 1.03E-01 |
| 258 | 287500.00 | 4026000.00 | Worker | 0.25 | 2.32E-03 | 1.29E-01 |
| 259 | 287550.00 | 4026000.00 | Residential | 1.81 | 3.07E-03 | 1.14E-01 |
| 260 | 287600.00 | 4026000.00 | Residential | 2.36 | 4.05E-03 | 1.32E-01 |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|-----------------|----------------------------|----------------------|--------------------|
| 261 | 287650.00 | 4026000.00 | Residential | 3.15 | 5.28E-03 | 1.25E-01 |
| 262 | 287700.00 | 4026000.00 | Residential | 3.90 | 6.45E-03 | 1.11E-01 |
| 263 | 287750.00 | 4026000.00 | Residential | 4.22 | 7.10E-03 | 1.20E-01 |
| 264 | 287800.00 | 4026000.00 | Residential | 4.16 | 7.05E-03 | 1.09E-01 |
| 265 | 287850.00 | 4026000.00 | Residential | 3.82 | 6.36E-03 | 9.53E-02 |
| 266 | 287900.00 | 4026000.00 | Residential | 3.37 | 5.46E-03 | 8.44E-02 |
| 267 | 287950.00 | 4026000.00 | Residential | 2.92 | 4.60E-03 | 7.59E-02 |
| 268 | 288000.00 | 4026000.00 | Residential | 2.53 | 3.84E-03 | 6.44E-02 |
| 269 | 288050.00 | 4026000.00 | Residential | 2.17 | 3.21E-03 | 5.57E-02 |
| 270 | 288100.00 | 4026000.00 | Residential | 1.84 | 2.69E-03 | 5.35E-02 |
| 271 | 287350.00 | 4026050.00 | Worker | 0.22 | 1.42E-03 | 1.00E-01 |
| 272 | 287400.00 | 4026050.00 | Worker | 0.25 | 1.73E-03 | 1.27E-01 |
| 273 | 287450.00 | 4026050.00 | Worker | 0.29 | 2.21E-03 | 1.24E-01 |
| 274 | 287500.00 | 4026050.00 | Worker | 0.37 | 3.12E-03 | 1.36E-01 |
| 275 | 287550.00 | 4026050.00 | Residential | 2.82 | 4.51E-03 | 1.63E-01 |
| 276 | 287600.00 | 4026050.00 | Residential | 3.89 | 6.39E-03 | 1.77E-01 |
| 277 | 287650.00 | 4026050.00 | Residential | 5.90 | 8.80E-03 | 1.68E-01 |
| 278 | 287700.00 | 4026050.00 | Residential | 6.62 | 1.06E-02 | 1.66E-01 |
| 279 | 287750.00 | 4026050.00 | Residential | 6.43 | 1.08E-02 | 1.43E-01 |
| 280 | 287800.00 | 4026050.00 | Residential | 5.72 | 9.48E-03 | 1.27E-01 |
| 281 | 287850.00 | 4026050.00 | Residential | 4.84 | 7.75E-03 | 1.15E-01 |
| 282 | 287900.00 | 4026050.00 | Residential | 4.05 | 6.20E-03 | 8.65E-02 |
| 283 | 287950.00 | 4026050.00 | Residential | 3.44 | 4.95E-03 | 7.67E-02 |
| 284 | 288000.00 | 4026050.00 | Residential | 2.96 | 3.97E-03 | 7.13E-02 |
| 285 | 288050.00 | 4026050.00 | Residential | 2.47 | 3.22E-03 | 5.95E-02 |
| 286 | 288100.00 | 4026050.00 | Residential | 2.07 | 2.65E-03 | 5.23E-02 |
| 287 | 287350.00 | 4026100.00 | Worker | 0.34 | 1.82E-03 | 1.13E-01 |
| 288 | 287400.00 | 4026100.00 | Worker | 0.39 | 2.31E-03 | 1.36E-01 |
| 289 | 287450.00 | 4026100.00 | Worker | 0.45 | 3.05E-03 | 1.82E-01 |
| 290 | 288000.00 | 4026100.00 | Roadway | -- | -- | -- |
| 291 | 288050.00 | 4026100.00 | Roadway | -- | -- | -- |
| 292 | 288100.00 | 4026100.00 | Roadway | -- | -- | -- |
| 293 | 288150.00 | 4026100.00 | Roadway | -- | -- | -- |
| 294 | 287350.00 | 4026150.00 | Worker | 0.32 | 2.52E-03 | 1.25E-01 |
| 295 | 287400.00 | 4026150.00 | Worker | 0.40 | 3.27E-03 | 1.52E-01 |
| 296 | 287450.00 | 4026150.00 | Worker | 0.52 | 4.54E-03 | 2.11E-01 |
| 297 | 288050.00 | 4026150.00 | Future Resident | -- | -- | -- |
| 298 | 288100.00 | 4026150.00 | Future Resident | -- | -- | -- |
| 299 | 288150.00 | 4026150.00 | Future Resident | -- | -- | -- |
| 300 | 287350.00 | 4026200.00 | Worker | 0.40 | 3.61E-03 | 1.32E-01 |
| 301 | 287400.00 | 4026200.00 | Worker | 0.53 | 5.09E-03 | 2.00E-01 |
| 302 | 287450.00 | 4026200.00 | Worker | 0.77 | 7.74E-03 | 2.75E-01 |
| 303 | 288050.00 | 4026200.00 | Future Resident | -- | -- | -- |
| 304 | 288100.00 | 4026200.00 | Future Resident | -- | -- | -- |
| 305 | 288150.00 | 4026200.00 | Future Resident | -- | -- | -- |
| 306 | 287350.00 | 4026250.00 | Worker | 0.49 | 4.81E-03 | 1.44E-01 |
| 307 | 287400.00 | 4026250.00 | Worker | 0.70 | 7.28E-03 | 1.90E-01 |
| 308 | 287450.00 | 4026250.00 | Worker | 1.12 | 1.25E-02 | 2.66E-01 |
| 309 | 288050.00 | 4026250.00 | Future Resident | -- | -- | -- |
| 310 | 288100.00 | 4026250.00 | Future Roadway | -- | -- | -- |
| 311 | 288150.00 | 4026250.00 | Future Resident | -- | -- | -- |
| 312 | 287350.00 | 4026300.00 | Worker | 0.58 | 5.82E-03 | 1.44E-01 |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|-----------------|----------------------------|----------------------|--------------------|
| 313 | 287400.00 | 4026300.00 | Worker | 0.84 | 9.01E-03 | 1.79E-01 |
| 314 | 287450.00 | 4026300.00 | Worker | 1.33 | 1.53E-02 | 2.73E-01 |
| 315 | 288050.00 | 4026300.00 | Future Roadway | -- | -- | -- |
| 316 | 288100.00 | 4026300.00 | Future Resident | -- | -- | -- |
| 317 | 288150.00 | 4026300.00 | Future Resident | -- | -- | -- |
| 318 | 287350.00 | 4026350.00 | Worker | 0.61 | 6.09E-03 | 1.35E-01 |
| 319 | 287400.00 | 4026350.00 | Worker | 0.82 | 8.40E-03 | 1.54E-01 |
| 320 | 287450.00 | 4026350.00 | Worker | 1.14 | 1.19E-02 | 1.97E-01 |
| 321 | 288050.00 | 4026350.00 | Future Resident | -- | -- | -- |
| 322 | 288100.00 | 4026350.00 | Future Resident | -- | -- | -- |
| 323 | 288150.00 | 4026350.00 | Future Resident | -- | -- | -- |
| 324 | 287350.00 | 4026400.00 | Worker | 0.55 | 5.12E-03 | 1.08E-01 |
| 325 | 287400.00 | 4026400.00 | Worker | 0.70 | 6.51E-03 | 1.30E-01 |
| 326 | 287450.00 | 4026400.00 | Worker | 0.93 | 8.67E-03 | 1.65E-01 |
| 327 | 288050.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 328 | 288100.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 329 | 288150.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 330 | 287350.00 | 4026450.00 | Worker | 0.47 | 4.14E-03 | 9.51E-02 |
| 331 | 287400.00 | 4026450.00 | Worker | 0.58 | 5.16E-03 | 1.18E-01 |
| 332 | 287450.00 | 4026450.00 | Worker | 0.69 | 6.01E-03 | 1.46E-01 |
| 333 | 288050.00 | 4026450.00 | Future Resident | -- | -- | -- |
| 334 | 288100.00 | 4026450.00 | Future Roadway | -- | -- | -- |
| 335 | 288150.00 | 4026450.00 | Future Roadway | -- | -- | -- |
| 336 | 287350.00 | 4026500.00 | Worker | 0.39 | 3.46E-03 | 8.97E-02 |
| 337 | 287400.00 | 4026500.00 | Worker | 0.45 | 4.01E-03 | 1.10E-01 |
| 338 | 287450.00 | 4026500.00 | Worker | 0.47 | 3.98E-03 | 1.03E-01 |
| 339 | 287500.00 | 4026500.00 | Worker | 0.44 | 3.58E-03 | 1.05E-01 |
| 340 | 287550.00 | 4026500.00 | Roadway | -- | -- | -- |
| 341 | 287600.00 | 4026500.00 | Future Roadway | -- | -- | -- |
| 342 | 287650.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 343 | 287700.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 344 | 287750.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 345 | 287800.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 346 | 287850.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 347 | 287900.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 348 | 287950.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 349 | 288000.00 | 4026500.00 | Future Roadway | -- | -- | -- |
| 350 | 288050.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 351 | 288100.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 352 | 288150.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 353 | 287400.00 | 4026550.00 | Worker | 0.34 | 2.97E-03 | 9.35E-02 |
| 354 | 287450.00 | 4026550.00 | Worker | 0.32 | 2.70E-03 | 7.50E-02 |
| 355 | 287500.00 | 4026550.00 | Worker | 0.29 | 2.51E-03 | 8.88E-02 |
| 356 | 287550.00 | 4026550.00 | Roadway | -- | -- | -- |
| 357 | 287600.00 | 4026550.00 | Future Roadway | -- | -- | -- |
| 358 | 287650.00 | 4026550.00 | Future Resident | -- | -- | -- |
| 359 | 287700.00 | 4026550.00 | Future Resident | -- | -- | -- |
| 360 | 287750.00 | 4026550.00 | Future Resident | -- | -- | -- |
| 361 | 287800.00 | 4026550.00 | Future Roadway | -- | -- | -- |
| 362 | 287850.00 | 4026550.00 | Future Resident | -- | -- | -- |
| 363 | 287900.00 | 4026550.00 | Future Resident | -- | -- | -- |
| 364 | 287950.00 | 4026550.00 | Future Worker | -- | -- | -- |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|-----------------|----------------------------|----------------------|--------------------|
| 365 | 288000.00 | 4026550.00 | Future Resident | -- | -- | -- |
| 366 | 288050.00 | 4026550.00 | Future Resident | -- | -- | -- |
| 367 | 288100.00 | 4026550.00 | Future Roadway | -- | -- | -- |
| 368 | 287450.00 | 4026600.00 | Worker | 0.23 | 1.95E-03 | 5.95E-02 |
| 369 | 287500.00 | 4026600.00 | Worker | 0.21 | 1.87E-03 | 6.91E-02 |
| 370 | 287550.00 | 4026600.00 | Roadway | -- | -- | -- |
| 371 | 287600.00 | 4026600.00 | Future Roadway | -- | -- | -- |
| 372 | 287650.00 | 4026600.00 | Future Resident | -- | -- | -- |
| 373 | 287700.00 | 4026600.00 | Future Resident | -- | -- | -- |
| 374 | 287750.00 | 4026600.00 | Future Resident | -- | -- | -- |
| 375 | 287800.00 | 4026600.00 | Future Resident | -- | -- | -- |
| 376 | 287850.00 | 4026600.00 | Future Roadway | -- | -- | -- |
| 377 | 287900.00 | 4026600.00 | Future Resident | -- | -- | -- |
| 378 | 287950.00 | 4026600.00 | Future Roadway | -- | -- | -- |
| 379 | 288000.00 | 4026600.00 | Future Roadway | -- | -- | -- |
| 380 | 287500.00 | 4025700.00 | Worker | 0.07 | 6.71E-04 | 3.97E-02 |
| 381 | 287600.00 | 4025700.00 | Residential | 0.49 | 8.50E-04 | 4.42E-02 |
| 382 | 287700.00 | 4025700.00 | Residential | 0.63 | 1.08E-03 | 4.25E-02 |
| 383 | 287800.00 | 4025700.00 | Residential | 0.79 | 1.36E-03 | 4.41E-02 |
| 384 | 287900.00 | 4025700.00 | Residential | 0.91 | 1.53E-03 | 4.28E-02 |
| 385 | 288000.00 | 4025700.00 | Residential | 1.00 | 1.65E-03 | 3.76E-02 |
| 386 | 287300.00 | 4025800.00 | Worker | 0.05 | 4.95E-04 | 3.84E-02 |
| 387 | 287400.00 | 4025800.00 | Worker | 0.07 | 6.84E-04 | 4.81E-02 |
| 388 | 287500.00 | 4025800.00 | Worker | 0.09 | 9.44E-04 | 5.80E-02 |
| 389 | 287600.00 | 4025800.00 | Residential | 0.72 | 1.26E-03 | 5.73E-02 |
| 390 | 287700.00 | 4025800.00 | Residential | 0.98 | 1.69E-03 | 5.54E-02 |
| 391 | 287800.00 | 4025800.00 | Residential | 1.24 | 2.12E-03 | 5.09E-02 |
| 392 | 287900.00 | 4025800.00 | Residential | 1.41 | 2.36E-03 | 5.10E-02 |
| 393 | 288000.00 | 4025800.00 | Residential | 1.42 | 2.35E-03 | 4.81E-02 |
| 394 | 288100.00 | 4025800.00 | Residential | 1.28 | 2.07E-03 | 4.13E-02 |
| 395 | 288200.00 | 4025800.00 | Residential | 1.09 | 1.74E-03 | 3.87E-02 |
| 396 | 287200.00 | 4025900.00 | Worker | 0.06 | 5.37E-04 | 5.41E-02 |
| 397 | 287300.00 | 4025900.00 | Worker | 0.07 | 6.71E-04 | 6.26E-02 |
| 398 | 287400.00 | 4025900.00 | Worker | 0.10 | 9.07E-04 | 6.55E-02 |
| 399 | 287500.00 | 4025900.00 | Worker | 0.14 | 1.42E-03 | 7.96E-02 |
| 400 | 287600.00 | 4025900.00 | Residential | 1.19 | 2.06E-03 | 8.17E-02 |
| 401 | 287700.00 | 4025900.00 | Residential | 1.73 | 3.00E-03 | 8.18E-02 |
| 402 | 287800.00 | 4025900.00 | Residential | 2.17 | 3.68E-03 | 8.26E-02 |
| 403 | 287900.00 | 4025900.00 | Residential | 2.23 | 3.74E-03 | 6.92E-02 |
| 404 | 288000.00 | 4025900.00 | Residential | 1.94 | 3.15E-03 | 5.62E-02 |
| 405 | 288100.00 | 4025900.00 | Residential | 1.57 | 2.49E-03 | 4.72E-02 |
| 406 | 288200.00 | 4025900.00 | Residential | 1.23 | 1.93E-03 | 3.90E-02 |
| 407 | 288300.00 | 4025900.00 | Residential | 0.96 | 1.49E-03 | 3.43E-02 |
| 408 | 287100.00 | 4026000.00 | Worker | 0.07 | 5.65E-04 | 4.24E-02 |
| 409 | 287200.00 | 4026000.00 | Worker | 0.09 | 7.28E-04 | 5.75E-02 |
| 410 | 287300.00 | 4026000.00 | Worker | 0.13 | 9.64E-04 | 7.98E-02 |
| 411 | 288200.00 | 4026000.00 | Residential | 1.36 | 1.94E-03 | 3.74E-02 |
| 412 | 288300.00 | 4026000.00 | Residential | 1.04 | 1.45E-03 | 3.67E-02 |
| 413 | 287100.00 | 4026100.00 | Worker | 0.11 | 8.37E-04 | 5.90E-02 |
| 414 | 287200.00 | 4026100.00 | Worker | 0.24 | 1.08E-03 | 7.39E-02 |
| 415 | 287300.00 | 4026100.00 | Worker | 0.31 | 1.48E-03 | 8.67E-02 |
| 416 | 288200.00 | 4026100.00 | Roadway | -- | -- | -- |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|------------------|----------------------------|----------------------|--------------------|
| 417 | 288300.00 | 4026100.00 | Roadway | -- | -- | -- |
| 418 | 288400.00 | 4026100.00 | Roadway | -- | -- | -- |
| 419 | 287100.00 | 4026200.00 | Worker | 0.15 | 1.18E-03 | 4.90E-02 |
| 420 | 287200.00 | 4026200.00 | Worker | 0.21 | 1.70E-03 | 7.06E-02 |
| 421 | 287300.00 | 4026200.00 | Worker | 0.31 | 2.70E-03 | 1.04E-01 |
| 422 | 288200.00 | 4026200.00 | Future Resident | -- | -- | -- |
| 423 | 288300.00 | 4026200.00 | Future Resident | -- | -- | -- |
| 424 | 288400.00 | 4026200.00 | Future Resident | -- | -- | -- |
| 425 | 287100.00 | 4026300.00 | Worker | 0.18 | 1.52E-03 | 5.82E-02 |
| 426 | 287200.00 | 4026300.00 | Worker | 0.26 | 2.32E-03 | 7.27E-02 |
| 427 | 287300.00 | 4026300.00 | Worker | 0.42 | 4.06E-03 | 1.15E-01 |
| 428 | 288200.00 | 4026300.00 | Future Resident | -- | -- | -- |
| 429 | 288300.00 | 4026300.00 | Future Resident | -- | -- | -- |
| 430 | 288400.00 | 4026300.00 | Future Resident | -- | -- | -- |
| 431 | 287100.00 | 4026400.00 | Worker | 0.20 | 1.78E-03 | 5.55E-02 |
| 432 | 287200.00 | 4026400.00 | Worker | 0.29 | 2.69E-03 | 7.80E-02 |
| 433 | 287300.00 | 4026400.00 | Worker | 0.44 | 4.14E-03 | 9.19E-02 |
| 434 | 288200.00 | 4026400.00 | Future Resident | -- | -- | -- |
| 435 | 288300.00 | 4026400.00 | Future Worker | -- | -- | -- |
| 436 | 288400.00 | 4026400.00 | Future Sensitive | -- | -- | -- |
| 437 | 287100.00 | 4026500.00 | Worker | 0.20 | 1.72E-03 | 4.63E-02 |
| 438 | 287200.00 | 4026500.00 | Worker | 0.26 | 2.18E-03 | 5.68E-02 |
| 439 | 287300.00 | 4026500.00 | Worker | 0.34 | 2.89E-03 | 7.45E-02 |
| 440 | 288200.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 441 | 288300.00 | 4026500.00 | Future Resident | -- | -- | -- |
| 442 | 288400.00 | 4026500.00 | Future Sensitive | -- | -- | -- |
| 443 | 287200.00 | 4026600.00 | Worker | 0.20 | 1.66E-03 | 4.93E-02 |
| 444 | 287300.00 | 4026600.00 | Worker | 0.24 | 2.14E-03 | 6.40E-02 |
| 445 | 287400.00 | 4026600.00 | Worker | 0.25 | 2.17E-03 | 6.21E-02 |
| 446 | 288100.00 | 4026600.00 | Future Resident | -- | -- | -- |
| 447 | 288200.00 | 4026600.00 | Future Resident | -- | -- | -- |
| 448 | 288300.00 | 4026600.00 | Future Resident | -- | -- | -- |
| 449 | 287200.00 | 4026700.00 | Worker | 0.15 | 1.34E-03 | 4.33E-02 |
| 450 | 287300.00 | 4026700.00 | Worker | 0.17 | 1.48E-03 | 5.48E-02 |
| 451 | 287400.00 | 4026700.00 | Worker | 0.14 | 1.24E-03 | 4.15E-02 |
| 452 | 287500.00 | 4026700.00 | Worker | 0.13 | 1.16E-03 | 5.00E-02 |
| 453 | 287600.00 | 4026700.00 | Future Resident | -- | -- | -- |
| 454 | 287700.00 | 4026700.00 | Future Roadway | -- | -- | -- |
| 455 | 287800.00 | 4026700.00 | Future Resident | -- | -- | -- |
| 456 | 287900.00 | 4026700.00 | Future Resident | -- | -- | -- |
| 457 | 288000.00 | 4026700.00 | Future Resident | -- | -- | -- |
| 458 | 288100.00 | 4026700.00 | Future Resident | -- | -- | -- |
| 459 | 288200.00 | 4026700.00 | Future Resident | -- | -- | -- |
| 460 | 288300.00 | 4026700.00 | Future Resident | -- | -- | -- |
| 461 | 287300.00 | 4026800.00 | Worker | 0.11 | 9.58E-04 | 3.35E-02 |
| 462 | 287400.00 | 4026800.00 | Worker | 0.09 | 8.24E-04 | 3.61E-02 |
| 463 | 287500.00 | 4026800.00 | Worker | 0.09 | 7.91E-04 | 3.78E-02 |
| 464 | 287600.00 | 4026800.00 | Future Resident | -- | -- | -- |
| 465 | 287700.00 | 4026800.00 | Future Resident | -- | -- | -- |
| 466 | 287800.00 | 4026800.00 | Future Roadway | -- | -- | -- |
| 467 | 287900.00 | 4026800.00 | Future Roadway | -- | -- | -- |
| 468 | 288000.00 | 4026800.00 | Future Resident | -- | -- | -- |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|------------------|----------------------------|----------------------|--------------------|
| 469 | 288100.00 | 4026800.00 | Future Roadway | -- | -- | -- |
| 470 | 288200.00 | 4026800.00 | Future Roadway | -- | -- | -- |
| 471 | 287250.00 | 4025250.00 | Worker | 0.02 | 1.83E-04 | 2.00E-02 |
| 472 | 287500.00 | 4025250.00 | Worker | 0.02 | 2.35E-04 | 1.76E-02 |
| 473 | 287750.00 | 4025250.00 | Residential | 0.20 | 3.33E-04 | 1.65E-02 |
| 474 | 288000.00 | 4025250.00 | Residential | 0.27 | 4.58E-04 | 1.93E-02 |
| 475 | 288250.00 | 4025250.00 | Residential | 0.33 | 5.34E-04 | 1.81E-02 |
| 476 | 287000.00 | 4025500.00 | Worker | 0.02 | 1.73E-04 | 2.24E-02 |
| 477 | 287250.00 | 4025500.00 | Worker | 0.02 | 2.51E-04 | 2.05E-02 |
| 478 | 287500.00 | 4025500.00 | Worker | 0.04 | 3.91E-04 | 2.52E-02 |
| 479 | 287750.00 | 4025500.00 | Residential | 0.36 | 6.08E-04 | 2.77E-02 |
| 480 | 288000.00 | 4025500.00 | Residential | 0.51 | 8.50E-04 | 2.82E-02 |
| 481 | 288250.00 | 4025500.00 | Residential | 0.58 | 9.50E-04 | 2.49E-02 |
| 482 | 288500.00 | 4025500.00 | Residential | 0.49 | 7.91E-04 | 1.99E-02 |
| 483 | 286750.00 | 4025750.00 | Worker | 0.02 | 1.96E-04 | 2.19E-02 |
| 484 | 287000.00 | 4025750.00 | Worker | 0.03 | 2.71E-04 | 2.86E-02 |
| 485 | 287250.00 | 4025750.00 | Worker | 0.04 | 3.93E-04 | 3.62E-02 |
| 486 | 288250.00 | 4025750.00 | Residential | 0.93 | 1.48E-03 | 3.38E-02 |
| 487 | 288500.00 | 4025750.00 | Residential | 0.59 | 9.58E-04 | 2.20E-02 |
| 488 | 288750.00 | 4025750.00 | Residential | 0.37 | 6.23E-04 | 1.66E-02 |
| 489 | 286750.00 | 4026000.00 | Worker | 0.04 | 3.29E-04 | 2.89E-02 |
| 490 | 287000.00 | 4026000.00 | Worker | 0.05 | 4.69E-04 | 3.72E-02 |
| 491 | 288500.00 | 4026000.00 | Residential | 0.55 | 8.83E-04 | 2.70E-02 |
| 492 | 288750.00 | 4026000.00 | Residential | 0.32 | 5.40E-04 | 1.98E-02 |
| 493 | 286750.00 | 4026250.00 | Worker | 0.07 | 5.49E-04 | 2.77E-02 |
| 494 | 287000.00 | 4026250.00 | Worker | 0.12 | 1.00E-03 | 4.46E-02 |
| 495 | 288500.00 | 4026250.00 | Future Resident | -- | -- | -- |
| 496 | 288750.00 | 4026250.00 | Future Resident | -- | -- | -- |
| 497 | 286750.00 | 4026500.00 | Worker | 0.08 | 7.00E-04 | 2.63E-02 |
| 498 | 287000.00 | 4026500.00 | Worker | 0.15 | 1.33E-03 | 4.04E-02 |
| 499 | 288500.00 | 4026500.00 | Future Sensitive | -- | -- | -- |
| 500 | 288750.00 | 4026500.00 | Future Sensitive | -- | -- | -- |
| 501 | 286750.00 | 4026750.00 | Worker | 0.08 | 6.26E-04 | 2.13E-02 |
| 502 | 287000.00 | 4026750.00 | Worker | 0.10 | 8.44E-04 | 2.84E-02 |
| 503 | 288500.00 | 4026750.00 | Future Sensitive | -- | -- | -- |
| 504 | 288750.00 | 4026750.00 | Future Sensitive | -- | -- | -- |
| 505 | 287000.00 | 4027000.00 | Worker | 0.07 | 5.91E-04 | 2.34E-02 |
| 506 | 287250.00 | 4027000.00 | Worker | 0.06 | 5.04E-04 | 2.12E-02 |
| 507 | 287500.00 | 4027000.00 | Worker | 0.05 | 4.40E-04 | 2.73E-02 |
| 508 | 287750.00 | 4027000.00 | Future Resident | -- | -- | -- |
| 509 | 288000.00 | 4027000.00 | Future Resident | -- | -- | -- |
| 510 | 288250.00 | 4027000.00 | Future Resident | -- | -- | -- |
| 511 | 288500.00 | 4027000.00 | Future Resident | -- | -- | -- |
| 512 | 287250.00 | 4027250.00 | Worker | 0.03 | 2.81E-04 | 1.55E-02 |
| 513 | 287500.00 | 4027250.00 | Worker | 0.03 | 2.59E-04 | 1.80E-02 |
| 514 | 287750.00 | 4027250.00 | Future Resident | -- | -- | -- |
| 515 | 288000.00 | 4027250.00 | Future Roadway | -- | -- | -- |
| 516 | 288250.00 | 4027250.00 | Future Resident | -- | -- | -- |
| 517 | 286600.00 | 4024500.00 | Worker | 0.00 | 4.73E-05 | 7.30E-03 |
| 518 | 287100.00 | 4024500.00 | Worker | 0.01 | 7.55E-05 | 9.22E-03 |
| 519 | 287600.00 | 4024500.00 | Worker | 0.01 | 9.92E-05 | 9.07E-03 |
| 520 | 288100.00 | 4024500.00 | Residential | 0.09 | 1.47E-04 | 9.19E-03 |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|-----------------|----------------------------|----------------------|--------------------|
| 521 | 288600.00 | 4024500.00 | Residential | 0.12 | 1.88E-04 | 8.47E-03 |
| 522 | 286100.00 | 4025000.00 | Worker | 0.01 | 5.51E-05 | 7.39E-03 |
| 523 | 286600.00 | 4025000.00 | Worker | 0.01 | 7.14E-05 | 1.11E-02 |
| 524 | 287100.00 | 4025000.00 | Worker | 0.01 | 1.13E-04 | 1.23E-02 |
| 525 | 287600.00 | 4025000.00 | Residential | 0.11 | 1.81E-04 | 1.45E-02 |
| 526 | 288100.00 | 4025000.00 | Residential | 0.18 | 3.06E-04 | 1.42E-02 |
| 527 | 288600.00 | 4025000.00 | Residential | 0.24 | 3.86E-04 | 1.17E-02 |
| 528 | 289100.00 | 4025000.00 | Residential | 0.20 | 3.29E-04 | 9.84E-03 |
| 529 | 286100.00 | 4025500.00 | Worker | 0.01 | 7.93E-05 | 9.10E-03 |
| 530 | 286600.00 | 4025500.00 | Worker | 0.01 | 1.23E-04 | 1.57E-02 |
| 531 | 289100.00 | 4025500.00 | Residential | 0.23 | 3.98E-04 | 1.22E-02 |
| 532 | 289600.00 | 4025500.00 | Residential | 0.14 | 2.37E-04 | 8.18E-03 |
| 533 | 285600.00 | 4026000.00 | Worker | 0.01 | 9.69E-05 | 7.58E-03 |
| 534 | 286100.00 | 4026000.00 | Worker | 0.02 | 1.48E-04 | 1.14E-02 |
| 535 | 289100.00 | 4026000.00 | Residential | 0.18 | 3.19E-04 | 1.20E-02 |
| 536 | 289600.00 | 4026000.00 | Residential | 0.10 | 1.84E-04 | 8.56E-03 |
| 537 | 285600.00 | 4026500.00 | Worker | 0.02 | 1.41E-04 | 7.82E-03 |
| 538 | 286100.00 | 4026500.00 | Worker | 0.03 | 2.33E-04 | 1.22E-02 |
| 539 | 289100.00 | 4026500.00 | Sensitive | 0.08 | 1.35E-04 | 1.39E-02 |
| 540 | 289600.00 | 4026500.00 | Residential | 0.05 | 9.29E-05 | 9.78E-03 |
| 541 | 286100.00 | 4027000.00 | Worker | 0.03 | 2.71E-04 | 1.03E-02 |
| 542 | 286600.00 | 4027000.00 | Worker | 0.05 | 3.80E-04 | 1.53E-02 |
| 543 | 289100.00 | 4027000.00 | Future Resident | -- | -- | -- |
| 544 | 289600.00 | 4027000.00 | Residential | 0.04 | 6.49E-05 | 7.88E-03 |
| 545 | 286100.00 | 4027500.00 | Worker | 0.02 | 1.76E-04 | 7.86E-03 |
| 546 | 286600.00 | 4027500.00 | Worker | 0.03 | 2.49E-04 | 1.15E-02 |
| 547 | 287100.00 | 4027500.00 | Worker | 0.02 | 1.93E-04 | 1.06E-02 |
| 548 | 287600.00 | 4027500.00 | Future Resident | -- | -- | -- |
| 549 | 288100.00 | 4027500.00 | Future Resident | -- | -- | -- |
| 550 | 288600.00 | 4027500.00 | Future Resident | -- | -- | -- |
| 551 | 289100.00 | 4027500.00 | Future Resident | -- | -- | -- |
| 552 | 286600.00 | 4028000.00 | Worker | 0.02 | 1.44E-04 | 6.99E-03 |
| 553 | 287100.00 | 4028000.00 | Worker | 0.01 | 1.11E-04 | 8.16E-03 |
| 554 | 287600.00 | 4028000.00 | Worker | 0.01 | 9.56E-05 | 7.59E-03 |
| 555 | 288100.00 | 4028000.00 | Worker | 0.01 | 8.19E-05 | 7.04E-03 |
| 556 | 288600.00 | 4028000.00 | Worker | 0.01 | 7.68E-05 | 6.67E-03 |
| 557 | 289100.00 | 4028000.00 | Worker | 0.01 | 5.82E-05 | 7.54E-03 |
| 558 | 287577.73 | 4026380.16 | Future Resident | -- | -- | -- |
| 559 | 287597.73 | 4026379.70 | Future Resident | -- | -- | -- |
| 560 | 287617.72 | 4026379.24 | Future Resident | -- | -- | -- |
| 561 | 287637.72 | 4026378.77 | Future Resident | -- | -- | -- |
| 562 | 287657.71 | 4026378.31 | Future Resident | -- | -- | -- |
| 563 | 287677.71 | 4026377.85 | Future Resident | -- | -- | -- |
| 564 | 287697.70 | 4026377.39 | Future Resident | -- | -- | -- |
| 565 | 287717.70 | 4026376.92 | Future Resident | -- | -- | -- |
| 566 | 287737.69 | 4026376.46 | Future Resident | -- | -- | -- |
| 567 | 287757.68 | 4026376.00 | Future Resident | -- | -- | -- |
| 568 | 287777.68 | 4026375.54 | Future Resident | -- | -- | -- |
| 569 | 287797.67 | 4026375.07 | Future Resident | -- | -- | -- |
| 570 | 287817.67 | 4026374.61 | Future Resident | -- | -- | -- |
| 571 | 287837.66 | 4026374.15 | Future Resident | -- | -- | -- |
| 572 | 287857.66 | 4026373.68 | Future Resident | -- | -- | -- |

Table C-1. Health Risk Assessment Results for All Receptors

Visalia Costco Warehouse and Fuel Station
 Tulare County, California

| Receptor ID | X-Coordinate (m) | Y-Coordinate (m) | Receptor Type | Cancer Risk (in a million) | Chronic Hazard Index | Acute Hazard Index |
|-------------|------------------|------------------|-----------------|----------------------------|----------------------|--------------------|
| 573 | 287877.65 | 4026373.22 | Future Resident | -- | -- | -- |
| 574 | 287897.65 | 4026372.76 | Future Resident | -- | -- | -- |
| 575 | 287917.64 | 4026372.30 | Future Resident | -- | -- | -- |
| 576 | 287937.64 | 4026371.83 | Future Resident | -- | -- | -- |
| 577 | 287944.35 | 4026361.77 | Future Roadway | -- | -- | -- |
| 578 | 287939.04 | 4026342.69 | Future Roadway | -- | -- | -- |
| 579 | 287934.88 | 4026323.18 | Future Roadway | -- | -- | -- |
| 580 | 287931.80 | 4026303.49 | Future Roadway | -- | -- | -- |
| 581 | 287929.67 | 4026283.71 | Future Roadway | -- | -- | -- |
| 582 | 287928.94 | 4026263.82 | Future Roadway | -- | -- | -- |
| 583 | 287928.68 | 4026243.82 | Future Roadway | -- | -- | -- |
| 584 | 287928.42 | 4026223.82 | Future Roadway | -- | -- | -- |
| 585 | 287928.29 | 4026203.82 | Future Roadway | -- | -- | -- |
| 586 | 287928.17 | 4026183.82 | Future Roadway | -- | -- | -- |
| 587 | 287919.50 | 4026172.61 | Future Worker | -- | -- | -- |
| 588 | 287899.51 | 4026173.07 | Future Worker | -- | -- | -- |
| 589 | 287879.51 | 4026173.54 | Future Worker | -- | -- | -- |
| 590 | 287859.52 | 4026174.00 | Future Worker | -- | -- | -- |
| 591 | 287839.52 | 4026174.46 | Future Worker | -- | -- | -- |
| 592 | 287819.53 | 4026174.92 | Future Worker | -- | -- | -- |
| 593 | 287799.53 | 4026175.38 | Future Worker | -- | -- | -- |
| 594 | 287779.54 | 4026175.84 | Future Worker | -- | -- | -- |
| 595 | 287759.54 | 4026176.30 | Future Worker | -- | -- | -- |
| 596 | 287739.55 | 4026176.76 | Future Worker | -- | -- | -- |
| 597 | 287719.55 | 4026177.22 | Future Worker | -- | -- | -- |
| 598 | 287699.56 | 4026177.68 | Future Worker | -- | -- | -- |
| 599 | 287679.57 | 4026178.14 | Future Worker | -- | -- | -- |
| 600 | 287659.57 | 4026178.60 | Future Worker | -- | -- | -- |
| 601 | 287639.58 | 4026179.06 | Future Worker | -- | -- | -- |
| 602 | 287619.58 | 4026179.53 | Future Worker | -- | -- | -- |
| 603 | 287599.59 | 4026179.99 | Future Worker | -- | -- | -- |
| 604 | 287579.59 | 4026180.45 | Future Worker | -- | -- | -- |
| 605 | 287559.60 | 4026180.91 | Roadway | -- | -- | -- |
| 606 | 287556.60 | 4026197.90 | Roadway | -- | -- | -- |
| 607 | 287556.72 | 4026217.89 | Roadway | -- | -- | -- |
| 608 | 287556.85 | 4026237.89 | Roadway | -- | -- | -- |
| 609 | 287556.97 | 4026257.89 | Roadway | -- | -- | -- |
| 610 | 287557.10 | 4026277.89 | Roadway | -- | -- | -- |
| 611 | 287557.22 | 4026297.89 | Roadway | -- | -- | -- |
| 612 | 287557.35 | 4026317.89 | Roadway | -- | -- | -- |
| 613 | 287557.47 | 4026337.89 | Roadway | -- | -- | -- |
| 614 | 287557.60 | 4026357.89 | Roadway | -- | -- | -- |
| 615 | 287557.72 | 4026377.89 | Roadway | -- | -- | -- |

Abbreviations:

m - meter

**Appendix C: San Joaquin Valley Air Pollution Control District Amicus
Brief on Friant Ranch Supreme Court Decision**

SUPREME COURT COPY

CASE NO. S219783

IN THE SUPREME COURT OF CALIFORNIA

SIERRA CLUB, REVIVE THE SAN JOAQUIN, and
LEAGUE OF WOMEN VOTERS OF FRESNO,
Plaintiffs and Appellants

v.

COUNTY OF FRESNO,
Defendant and Respondent

FRIANT RANCH, L.P.,
Real Party in Interest and Respondent

SUPREME COURT
FILED

APR 13 2015

Frank A. McGuire Clerk
Deputy

After a Decision by the Court of Appeal, filed May 27, 2014
Fifth Appellate District Case No. F066798

Appeal from the Superior Court of California, County of Fresno
Case No. 11CECG00726

**APPLICATION FOR LEAVE TO FILE AMICUS CURIAE BRIEF OF
SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT IN
SUPPORT OF DEFENDANT AND RESPONDENT, COUNTY OF FRESNO AND
REAL PARTY IN INTEREST AND RESPONDENT, FRIANT RANCH, L.P.**

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CASE NO. S219783

IN THE SUPREME COURT OF CALIFORNIA

SIERRA CLUB, REVIVE THE SAN JOAQUIN, and
LEAGUE OF WOMEN VOTERS OF FRESNO,
Plaintiffs and Appellants

v.

COUNTY OF FRESNO,
Defendant and Respondent

FRIANT RANCH, L.P.,
Real Party in Interest and Respondent

After a Decision by the Court of Appeal, filed May 27, 2014
Fifth Appellate District Case No. F066798

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SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT IN
SUPPORT OF DEFENDANT AND RESPONDENT, COUNTY OF FRESNO AND
REAL PARTY IN INTEREST AND RESPONDENT, FRIANT RANCH, L.P.**

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APPLICATION

Pursuant to California Rules of Court 8.520(f)(1), proposed Amicus Curiae San Joaquin Valley Unified Air Pollution Control District hereby requests permission from the Chief Justice to file an amicus brief in support of Defendant and Respondent, County of Fresno, and Defendant and Real Parties in Interest Friant Ranch, L.P. Pursuant to Rule 8.520(f)(5) of the California Rules of Court, the proposed amicus curiae brief is combined with this Application. The brief addresses the following issue certified by this Court for review:

Is an EIR adequate when it identifies the health impacts of air pollution and quantifies a project's expected emissions, or does CEQA further require the EIR to *correlate* a project's air quality emissions to specific health impacts?

As of the date of this filing, the deadline for the final reply brief on the merits was March 5, 2015. Accordingly, under Rule 8.520(f)(2), this application and brief are timely.

1. Background and Interest of San Joaquin Valley Unified Air Pollution Control District

The San Joaquin Valley Unified Air Pollution Control District ("Air District") regulates air quality in the eight counties comprising the San Joaquin Valley ("Central Valley"): Kern, Tulare, Madera, Fresno, Merced, San Joaquin, Stanislaus, and Kings, and is primarily responsible for attaining air quality standards within its jurisdiction. After billions of dollars of investment by Central Valley businesses, pioneering air quality regulations, and consistent efforts by residents, the Central Valley air basin has made historic improvements in air quality.

The Central Valley's geographical, topographical and meteorological features create exceptionally challenging air quality

conditions. For example, it receives air pollution transported from the San Francisco Bay Area and northern Central Valley communities, and the southern portion of the Central Valley includes three mountain ranges (Sierra, Tehachapi, and Coastal) that, under some meteorological conditions, effectively trap air pollution. Central Valley air pollution is only a fraction of what the Bay Area and Los Angeles produce, but these natural conditions result in air quality conditions that are only marginally better than Los Angeles, even though about ten times more pollution is emitted in the Los Angeles region. Bay Area air quality is much better than the Central Valley's, even though the Bay Area produces about six times more pollution. The Central Valley also receives air pollution transported from the Bay Area and northern counties in the Central Valley, including Sacramento, and transboundary anthropogenic ozone from as far away as China.

Notwithstanding these challenges, the Central Valley has reduced emissions at the same or better rate than other areas in California and has achieved unparalleled milestones in protecting public health and the environment:

- In the last decade, the Central Valley became the first air basin classified by the federal government under the Clean Air Act as a “serious nonattainment” area to come into attainment of health-based National Ambient Air Quality Standard (“NAAQS”) for coarse particulate matter (PM10), an achievement made even more notable given the Valley’s extensive agricultural sector. Unhealthy levels of particulate matter can cause and exacerbate a range of chronic and acute illnesses.
- In 2013, the Central Valley became the first air basin in the country to improve from a federal designation of “extreme” nonattainment to

actually attain (and quality for an attainment designation) of the 1-hour ozone NAAQS; ozone creates “smog” and, like PM10, causes adverse health impacts.

- The Central Valley also is in full attainment of federal standards for lead, nitrogen dioxide, sulfur dioxide, and carbon monoxide.
- The Central Valley continues to make progress toward compliance with its last two attainment standards, with the number of exceedences for the 8-hour ozone NAAQS reduced by 74% (for the 1997 standard) and 38% (for the 2008 standard) since 1991, and for the small particulate matter (PM2.5) NAAQS reduced by 85% (for the 1997 standard) and 61% (for the 2006 standard).

Sustained improvement in Central Valley air quality requires a rigorous and comprehensive regulatory framework that includes prohibitions (e.g., on wood-burning fireplaces in new residences), mandates (e.g., requiring the installation of best available pollution reduction technologies on new and modified equipment and industrial operations), innovations (e.g., fees assessed against residential development to fund pollution reduction actions to “offset” vehicular emissions associated with new residences), incentive programs (e.g., funding replacements of older, more polluting heavy duty trucks and school buses)¹, ongoing planning for continued air quality improvements, and enforcement of Air District permits and regulations.

The Air District is also an expert air quality agency for the eight counties and cities in the San Joaquin Valley. In that capacity, the Air District has developed air quality emission guidelines for use by the Central

¹ San Joaquin’s incentive program has been so successful that through 2012, it has awarded over \$ 432 million in incentive funds and has achieved 93,349 tons of lifetime emissions reductions. See SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT, 2012 PM2.5 PLAN, 6-6 (2012) available at <http://www.valleyair.org/Workshops/postings/2012/12-20-12PM25/FinalVersion/06%20Chapter%206%20Incentives.pdf>.

Valley counties and cities that implement the California Environment Quality Act (CEQA).² In its guidance, the Air District has distinguished between toxic air contaminants and criteria air pollutants.³ Recognizing this distinction, the Air District's CEQA Guidance has adopted distinct thresholds of significance for *criteria* pollutants (i.e., ozone, PM2.5 and their respective precursor pollutants) based upon scientific and factual data which demonstrates the level that can be accommodated on a cumulative basis in the San Joaquin Valley without affecting the attainment of the applicable NAAQS.⁴ For *toxic air* pollutants, the District has adopted different thresholds of significance which scientific and factual data demonstrates has the potential to expose sensitive receptors (i.e., children, the elderly) to levels which may result in localized health impacts.⁵

The Air District's CEQA Guidance was followed by the County of Fresno in its environment review of the Friant Ranch project, for which the Air District also served as a commenting agency. The Court of Appeal's holding, however, requiring correlation between the project's criteria

² See, e.g., SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT, PLANNING DIVISION, GUIDE FOR ASSESSING AND MITIGATING AIR QUALITY IMPACTS (2015), available at http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf ("CEQA Guidance").

³ Toxic air contaminants, also known as hazardous air pollutants, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as birth defects. There are currently 189 toxic air contaminants regulated by the United States Environmental Protection Agency ("EPA") and the states pursuant to the Clean Air Act. 42 U.S.C. § 7412. Common TACs include benzene, perchloroethylene and asbestos. *Id.* at 7412(b).

In contrast, there are only six (6) criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide and lead. Although criteria air pollutants can also be harmful to human health, they are distinguishable from toxic air contaminants and are regulated separately. For instance, while criteria pollutants are regulated by numerous sections throughout Title I of the Clean Air Act, the regulation of toxic air contaminants occurs solely under section 112 of the Act. Compare 42 U.S.C. §§ 7407 – 7411 & 7501 – 7515 with 42 U.S.C. § 7411.

⁴ See, e.g., CEQA Guidance at http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf, pp. 64-66, 80.

⁵ See, e.g., CEQA Guidance at http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf, pp. 66, 99-101.

pollutants and local health impacts, departs from the Air District's Guidance and approved methodology for assessing criteria pollutants. **A close reading of the administrative record that gave rise to this issue demonstrates that the Court's holding is based on a misunderstanding of the distinction between toxic air contaminants (for which a local health risk assessment is feasible and routinely performed) and criteria air pollutants (for which a local health risk assessment is not feasible and would result in speculative results).**⁶ The Air District has a direct interest in ensuring the lawfulness and consistent application of its CEQA Guidance, and will explain how the Court of Appeal departed from the Air District's long-standing CEQA Guidance in addressing criteria pollutants and toxic air contaminants in this amicus brief.

2. How the Proposed Amicus Curiae Brief Will Assist the Court

As counsel for the proposed amicus curiae, we have reviewed the briefs filed in this action. In addition to serving as a "commentary agency" for CEQA purposes over the Friant Ranch project, the Air District has a strong interest in assuring that CEQA is used for its intended purpose, and believes that this Court would benefit from additional briefing explaining the distinction between criteria pollutants and toxic air contaminants and the different methodologies employed by local air pollution control agencies such as the Air District to analyze these two categories of air pollutants under CEQA. The Air District will also explain how the Court of Appeal's opinion is based upon a fundamental misunderstanding of these two different approaches by requiring the County of Fresno to correlate the project's *criteria* pollution emissions with *local* health impacts. In doing

⁶ CEQA does not require speculation. *See, e.g., Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.*, 6 Cal. 4th 1112, 1137 (1993) (upholding EIR that failed to evaluate cumulative toxic air emission increases given absence of any acceptable means for doing so).

so, the Air District will provide helpful analysis to support its position that at least insofar as criteria pollutants are concerned, CEQA does not require an EIR to correlate a project's air quality emissions to specific health impacts, because such an analysis is not reasonably feasible.

Rule 8.520 Disclosure

Pursuant to Cal. R. 8.520(f)(4), neither the Plaintiffs nor the Defendant or Real Party In Interest or their respective counsel authored this brief in whole or in part. Neither the Plaintiffs nor the Defendant or Real Party in Interest or their respective counsel made any monetary contribution towards or in support of the preparation of this brief.

CONCLUSION

On behalf of the San Joaquin Valley Unified Air Pollution Control District, we respectfully request that this Court accept the filing of the attached brief.

Dated: April 2, 2015



Annette A. Ballatore-Williamson
District Counsel
Attorney for Proposed Amicus Curiae

SAN JOAQUIN VALLEY UNIFIED
AIR POLLUTION CONTROL
DISTRICT

CASE NO. S219783

IN THE SUPREME COURT OF CALIFORNIA

SIERRA CLUB, REVIVE THE SAN JOAQUIN, and
LEAGUE OF WOMEN VOTERS OF FRESNO,
Plaintiffs and Appellants

v.

COUNTY OF FRESNO,
Defendant and Respondent

FRIANT RANCH, L.P.,
Real Party in Interest and Respondent

After a Decision by the Court of Appeal, filed May 27, 2014
Fifth Appellate District Case No. F066798

Appeal from the Superior Court of California, County of Fresno
Case No. 11CECG00726

**AMICUS CURIAE BRIEF OF
SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT IN
SUPPORT OF DEFENDANT AND RESPONDENT, COUNTY OF FRESNO AND
REAL PARTY IN INTEREST AND RESPONDENT, FRIANT RANCH, L.P.**

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I. INTRODUCTION.

The San Joaquin Valley Unified Air Pollution Control District (“Air District”) respectfully submits that the Court of Appeal erred when it held that the air quality analysis contained in the Environmental Impact Report (“EIR”) for the Friant Ranch development project was inadequate under the California Environmental Quality Act (“CEQA”) because it did not include an analysis of the correlation between the project’s criteria air pollutants and the potential adverse human health impacts. A close reading of the portion of the administrative record that gave rise to this issue demonstrates that the Court’s holding is based on a misunderstanding of the distinction between toxic air contaminants and criteria air pollutants.

Toxic air contaminants, also known as hazardous air pollutants, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as birth defects. There are currently 189 toxic air contaminants (hereinafter referred to as “TACs”) regulated by the United States Environmental Protection Agency (“EPA”) and the states pursuant to the Clean Air Act. 42 U.S.C. § 7412. Common TACs include benzene, perchloroethylene and asbestos. *Id.* at 7412(b).

In contrast, there are only six (6) criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide and lead. Although criteria air pollutants can also be harmful to human health,

they are distinguishable from TACs and are regulated separately. For instance, while criteria pollutants are regulated by numerous sections throughout Title I of the Clean Air Act, the regulation of TACs occurs solely under section 112 of the Act. *Compare* 42 U.S.C. §§ 7407 – 7411 & 7501 – 7515 *with* 42 U.S.C. § 7411.

The most relevant difference between criteria pollutants and TACs for purposes of this case is the manner in which human health impacts are accounted for. While it is common practice to analyze the correlation between an individual facility's TAC emissions and the expected localized human health impacts, such is not the case for criteria pollutants. Instead, the human health impacts associated with criteria air pollutants are analyzed and taken into consideration when EPA sets the national ambient air quality standard ("NAAQS") for each criteria pollutant. 42 U.S.C. § 7409(b)(1). The health impact of a particular criteria pollutant is analyzed on a regional and not a facility level based on how close the area is to complying with (attaining) the NAAQS. Accordingly, while the type of individual facility / health impact analysis that the Court of Appeal has required is a customary practice for TACs, it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task.

It is clear from a reading of both the administrative record and the Court of Appeal's decision that the Court did not have the expertise to fully

appreciate the difference between TACs and criteria air pollutants. As a result, the Court has ordered the County of Fresno to conduct an analysis that is not practicable and not likely yield valid information. The Air District respectfully requests that this portion of the Court of Appeal's decision be reversed.

II. THE COURT OF APPEAL ERRED IN FINDING THE FRIANT RANCH EIR INADEQUATE FOR FAILING TO ANALYZE THE SPECIFIC HUMAN HEALTH IMPACTS ASSOCIATED CRITERIA AIR POLLUTANTS.

Although the Air District does not take lightly the amount of air emissions at issue in this case, it submits that the Court of Appeal got it wrong when it required Fresno County to revise the Friant Ranch EIR to include an analysis correlating the criteria air pollutant emissions associated with the project with specific, localized health-impacts. The type of analysis the Court of Appeal has required will not yield reliable information because currently available modeling tools are not well suited for this task.

Further, in reviewing this issue de novo, the Court of Appeal failed to appreciate that it lacked the scientific expertise to appreciate the significant differences between a health risk assessment commonly performed for toxic air contaminants and a similar type of analysis it felt should have been conducted for criteria air pollutants.

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A. Currently Available Modeling Tools are not Equipped to Provide a Meaningful Analysis of the Correlation between an Individual Development Project's Air Emissions and Specific Human Health Impacts.

In order to appreciate the problematic nature of the Court of Appeals' decision requiring a health risk type analysis for criteria air pollutants, it is important to understand how the relevant criteria pollutants (ozone and particulate matter) are formed, dispersed and regulated.

Ground level ozone (smog) is not directly emitted into the air, but is formed when precursor pollutants such as oxides of nitrogen (NOx) and volatile organic compounds (VOCs) are emitted into the atmosphere and undergo complex chemical reactions in the process of sunlight.¹ Once formed, ozone can be transported long distances by wind.² **Because of the complexity of ozone formation, a specific tonnage amount of NOx or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area.** In fact, even rural areas that have relatively low tonnages of emissions of NOx or VOCs can have high levels of ozone concentration simply due to wind transport.³ Conversely, the San Francisco Bay Area has six times more NOx and VOC emissions per square mile than the San Joaquin Valley, but experiences lower

¹ See United States Environmental Protection Agency, *Ground-level Ozone: Basic Information*, available at: <http://www.epa.gov/airquality/ozonepollution/basic.html> (visited March 10, 2015).

² *Id.*

³ *Id.*

concentrations of ozone (and better air quality) simply because sea breezes disperse the emissions.⁴

Particulate matter (“PM”) can be divided into two categories: directly emitted PM and secondary PM.⁵ While directly emitted PM can have a localized impact, the tonnage emitted does not always equate to the local PM concentration because it can be transported long distances by wind.⁶ Secondary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxides (SO_x) and NO_x.⁷ Because of the complexity of secondary PM formation, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area.

The disconnect between the *tonnage* of precursor pollutants (NO_x, SO_x and VOCs) and the *concentration* of ozone or PM formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects, but the concentration of resulting ozone or PM. Indeed, the national ambient air quality standards (“NAAQS”), which are statutorily required to be set by the United States Environmental Protection

⁴ *San Joaquin Valley Air Pollution Control District 2007 Ozone Plan*, Executive Summary p. ES-6, available at: http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Ozone_2007_Adopted/03%20Executive%20Summary.pdf (visited March 10, 2015).

⁵ United States Environmental Protection Agency, *Particulate Matter: Basic Information*, available at: <http://www.epa.gov/airquality/particlepollution/basic.html> (visited March 10, 2015).

⁶ *Id.*

⁷ *Id.*

Agency (“EPA”) at levels that are “requisite to protect the public health,” 42 U.S.C. § 7409(b)(1), are established as concentrations of ozone or particulate matter and not as tonnages of their precursor pollutants.⁸

Attainment of a particular NAAQS occurs when the concentration of the relevant pollutant remains below a set threshold on a consistent basis throughout a particular region. For example, the San Joaquin Valley attained the 1-hour ozone NAAQS when ozone concentrations remained at or below 0.124 parts per million Valley-wide on 3 or fewer days over a 3-year period.⁹ Because the NAAQS are focused on achieving a particular concentration of pollution region-wide, the Air District’s tools and plans for attaining the NAAQS are regional in nature.

For instance, the computer models used to simulate and predict an attainment date for the ozone or particulate matter NAAQS in the San Joaquin Valley are based on regional inputs, such as regional inventories of precursor pollutants (NO_x, SO_x and VOCs) and the atmospheric chemistry and meteorology of the Valley.¹⁰ At a very basic level, the models simulate future ozone or PM levels based on predicted changes in precursor

⁸ See, e.g., United States Environmental Protection Agency, *Table of National Ambient Air Quality Standards*, available at: <http://www.epa.gov/air/criteria.html#3> (visited March 10, 2015).

⁹ *San Joaquin Valley Unified Air Pollution Control District 2013 Plan for the Revoked 1-Hour Ozone Standard*, Ch. 2 p. 2-16, available at: http://www.valleyair.org/Air_Quality_Plans/OzoneOneHourPlan2013/02Chapter2ScienceTrendsModeling.pdf (visited March 10, 2015).

¹⁰ *Id.* at Ch. 2 p. 2-19 (visited March 12, 2015); *San Joaquin Valley Unified Air Pollution Control District 2008 PM2.5 Plan*, Appendix F, pp. F-2 – F-5, available at: http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Final_Adopted_PM2.5/20%20Appendix%20F.pdf (visited March 19, 2015).

emissions Valley wide.¹¹ Because the NAAQS are set levels necessary to protect human health, the closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant.

The goal of these modeling exercises is not to determine whether the emissions generated by a particular factory or development project will affect the date that the Valley attains the NAAQS. Rather, the Air District's modeling and planning strategy is regional in nature and based on the extent to which *all* of the emission-generating sources in the Valley (current and future) must be controlled in order to reach attainment.¹²

Accordingly, the Air District has based its thresholds of significance for CEQA purposes on the levels that scientific and factual data demonstrate that the Valley can accommodate without affecting the attainment date for the NAAQS.¹³ The Air District has tied its CEQA significance thresholds to the level at which stationary pollution sources permitted by the Air District must "offset" their emissions.¹⁴ This "offset"

¹¹ *Id.*

¹² Although the Air District does have a dispersion modeling tool used during its air permitting process that is used to predict whether a particular project's directly emitted PM will either cause an exceedance of the PM NAAQS or contribute to an existing exceedance, this model bases the prediction on a worst case scenario of emissions and meteorology and has no provision for predicting any associated human health impacts. Further, this analysis is only performed for stationary sources (factories, oil refineries, etc.) that are required to obtain a New Source Review permit from the Air District and not for development projects such as Friant Ranch over which the Air District has no preconstruction permitting authority. See San Joaquin Valley Unified Air Pollution Control District Rule 2201 §§ 2.0; 3.3.9; 4.14.1, available at: <http://www.valleyair.org/rules/curnrules/Rule22010411.pdf> (visited March 19, 2015).

¹³ *San Joaquin Valley Unified Air Pollution Control District Guide to Assessing and Mitigating Air Quality Impacts*, (March 19, 2015) p. 22, available at: <http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI%20Jan%202002%20Rev.pdf> (visited March 30, 2015).

¹⁴ *Id.* at pp. 22, 25.

level allows for growth while keeping the cumulative effects of all new sources at a level that will not impede attainment of the NAAQS.¹⁵ In the Valley, these thresholds are 15 tons per year of PM, and 10 tons of NOx or VOC per year. *Sierra Club, supra*, 172 Cal.Rptr.3d at 303; AR 4554.

Thus, the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional, “cumulative impacts.”

Accordingly, the significance thresholds applied in the Friant Ranch EIR (15 tons per year of PM and 10 tons of NOx or VOCs) are not intended to be indicative of any localized human health impact that the project may have. While the health effects of air pollution are of primary concern to the Air District (indeed, the NAAQS are established to protect human health), the Air District is simply not equipped to analyze whether and to what extent the criteria pollutant emissions of an individual CEQA project directly impact human health in a particular area. This is true even for projects with relatively high levels of emissions of criteria pollutant precursor emissions.

For instance, according to the EIR, the Friant Ranch project is estimated to emit 109.52 tons per year of ROG (VOC), 102.19 tons per year of NOx, and 117.38 tons per year of PM. Although these levels well

¹⁵ ¹⁵ *San Joaquin Valley Unified Air Pollution Control District Environmental Review Guidelines* (Aug. 2000) p. 4-11, available at: http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20August%202000_.pdf (visited March 12, 2015).

exceed the Air District's CEQA significance thresholds, this does not mean that one can easily determine the concentration of ozone or PM that will be created at or near the Friant Ranch site on a particular day or month of the year, or what specific health impacts will occur. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone or PM. This is especially true for a project like Friant Ranch where most of the criteria pollutant emissions derive not from a single "point source," but from area wide sources (consumer products, paint, etc.) or mobile sources (cars and trucks) driving to, from and around the site.

In addition, it would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have. As discussed above, the currently available modeling tools are equipped to model the impact of *all* emission sources in the Valley on attainment. According to the most recent EPA-approved emission inventory, the NO_x inventory for the Valley is for the year 2014 is 458.2 tons per day, or 167,243 tons per year and the VOC (or ROG) inventory is 361.7 tons per day, or 132,020.5 tons per year.¹⁶ Running the photochemical grid model used for predicting ozone attainment with the

¹⁶ *San Joaquin Valley Unified Air Pollution Control District 2007 Ozone Plan*, Appendix B pp. B-6, B-9, available at: http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Ozone_2007_Adopted/19%20Appendix%20B%20April%202007.pdf (visited March 12, 2015).

emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NOx and VOC in the Valley) is not likely to yield valid information given the relative scale involved.

Finally, even once a model is developed to accurately ascertain local increases in concentrations of photochemical pollutants like ozone and some particulates, it remains impossible, using today's models, to correlate that increase in concentration to a specific health impact. The reason is the same: such models are designed to determine regional, population-wide health impacts, and simply are not accurate when applied at the local level.

For these reasons, it is not the norm for CEQA practitioners, including the Air District, to conduct an analysis of the localized health impacts associated with a project's criteria air pollutant emissions as part of the EIR process. When the accepted scientific method precludes a certain type of analysis, "the court cannot impose a legal standard to the contrary." *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 717 n. 8. However, that is exactly what the Court of Appeal has done in this case. Its decision upends the way CEQA air quality analysis of criteria pollutants occurs and should be reversed.

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B. The Court of Appeal Improperly Extrapolated a Request for a Health Risk Assessment for Toxic Air Contaminants into a Requirement that the EIR contain an Analysis of Localized Health Impacts Associated with Criteria Air Pollutants.

The Court of Appeal's error in requiring the new health impact analysis for criteria air pollutants clearly stems from a misunderstanding of terms of art commonly used in the air pollution field. More specifically, the Court of Appeal (and Appellants Sierra Club et al.) appear to have confused the health risk analysis ("HRA") performed to determine the health impacts associated with a project's toxic air contaminants ("TACs"), with an analysis correlating a project's criteria air pollutants (ozone, PM and the like) with specific localized health impacts.

The first type of analysis, the HRA, is commonly performed during the Air District's stationary source permitting process for projects that emit TACs and is, thus, incorporated into the CEQA review process. An HRA is a comprehensive analysis to evaluate and predict the dispersion of TACs emitted by a project and the potential for exposure of human populations. It also assesses and quantifies both the individual and population-wide health risks associated with those levels of exposure. There is no similar analysis conducted for criteria air pollutants. Thus, the second type of analysis (required by the Court of Appeal), is not currently part of the Air District's process because, as outlined above, the health risks associated

with exposure to criteria pollutants are evaluated on a regional level based on the region's attainment of the NAAQS.

The root of this confusion between the types of analyses conducted for TACs versus criteria air pollutants appears to stem from a comment that was presented to Fresno County by the City of Fresno during the administrative process.

In its comments on the draft EIR, the City of Fresno (the only party to raise this issue) stated:

[t]he EIR must disclose the human health related effects of the Project's air pollution impacts. (CEQA Guidelines section 15126.2(a).) The EIR fails completely in this area. The EIR should be revised to disclose and determine the significance of TAC impacts, and of human health risks due to exposure to Project-related air emissions.

(AR 4602.)

In determining that the issue regarding the correlation between the Friant Ranch project's criteria air pollutants and adverse health impacts was adequately exhausted at the administrative level, the Court of Appeal improperly read the first two sentences of the City of Fresno's comment in isolation rather than in the context of the entire comment. *See Sierra Club v. County of Fresno* (2014) 172 Cal.Rptr.3d 271, 306. Although the comment first speaks generally in terms of "human health related effects" and "air pollution," it requests only that the EIR be revised to disclose "the significance of TACs" and the "human health risks due to exposure."

The language of this request in the third sentence of the comment is significant because, to an air pollution practitioner, the language would only have indicated only that a HRA for TACs was requested, and not a separate analysis of the health impacts associated with the project's criteria air pollutants. Fresno County clearly read the comment as a request to perform an HRA for TACs and limited its response accordingly. (AR 4602.)¹⁷ The Air District submits that it would have read the City's comment in the same manner as the County because the City's use of the terms "human health risks" and "TACs" signal that an HRA for TACs is being requested. Indeed, the Air District was also concerned that an HRA be conducted, but understood that it was not possible to conduct such an analysis until the project entered the phase where detailed site specific information, such as the types of emission sources and the proximity of the sources to sensitive receptors became available. (AR 4553.)¹⁸ The City of Fresno was apparently satisfied with the County's discussion of human health risks, as it did not raise the issue again when it commented on the final EIR. (AR 8944 – 8960.)

¹⁷ Appellants do not challenge the manner in which the County addressed TACs in the EIR. (Appellants' Answer Brief p. 28 fn. 7.)

¹⁸ Appellants rely on the testimony of Air District employee, Dan Barber, as support for their position that the County should have conducted an analysis correlating the project's criteria air pollutant emissions with localized health impacts. (Appellants Answer Brief pp. 10-11; 28.) However, Mr. Barber's testimony simply reinforces the Air District's concern that a risk assessment (HRA) be conducted once the actual details of the project become available. (AR 8863.) As to criteria air pollutants, Mr. Barber's comments are aimed at the Air District's concern about the amount of emissions and the fact that the emissions will make it "more difficult for Fresno County and the Valley to reach attainment which means that the health of Valley residents maybe [sic] adversely impacted." Mr. Barber says nothing about conducting a separate analysis of the localized health impacts the project's emissions may have.

The Court of Appeal's holding, which incorrectly extrapolates a request for an HRA for TACs into a new analysis of the localized health impacts of the project's criteria air pollutants, highlights two additional errors in the Court's decision.

First, the Court of Appeal's holding illustrates why the Court should have applied the deferential substantial evidence standard of review to the issue of whether the EIR's air quality analysis was sufficient. The regulation of air pollution is a technical and complex field and the Court of Appeal lacked the expertise to fully appreciate the difference between TACs and criteria air pollutants and tools available for analyzing each type of pollutant.

Second, it illustrates that the Court likely got it wrong when it held that the issue regarding the criteria pollutant / localized health impact analysis was properly exhausted during the administrative process. In order to preserve an issue for the court, '[t]he "exact issue" must have been presented to the administrative agency....' [Citation.] *Citizens for Responsible Equitable Environmental Development v. City of San Diego*, (2011) 196 Cal.App.4th 515, 527 129 Cal.Rptr.3d 512, 521; *Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 535, 78 Cal.Rptr.3d 1, 13. "[T]he objections must be sufficiently specific so that the agency has the

opportunity to evaluate and respond to them.’ [Citation.]” *Sierra Club v. City of Orange*, 163 Cal.App.4th at 536.¹⁹

As discussed above, the City’s comment, while specific enough to request a commonly performed HRA for TACs, provided the County with no notice that it should perform a new type of analysis correlating criteria pollutant tonnages to specific human health effects. Although the parties have not directly addressed the issue of failure to exhaust administrative remedies in their briefs, the Air District submits that the Court should consider how it affects the issues briefed by the parties since “[e]xhaustion of administrative remedies is a jurisdictional prerequisite to maintenance of a CEQA action.” *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1199, 22 Cal.Rptr.3d 203.

III. CONCLUSION

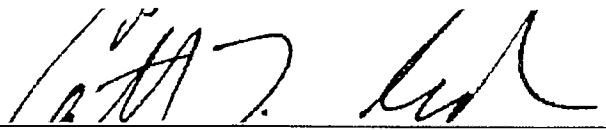
For all of the foregoing reasons, the Air District respectfully requests that the portion of the Court of Appeal’s decision requiring an analysis correlating the localized human health impacts associated with an individual project’s criteria air pollutant emissions be reversed.

¹⁹ *Sierra Club v. City of Orange*, is illustrative here. In that case, the plaintiffs challenged an EIR approved for a large planned community on the basis that the EIR improperly broke up the various environmental impacts by separate project components or “piecemealed” the analysis in violation of CEQA. In evaluating the defense that the plaintiffs had failed to adequately raise the issue at the administrative level, the Court held that comments such as “*the use of a single document for both a project-level and a program-level EIR [is] ‘confusing’*,” and “[t]he lead agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project,” were too vague to fairly raise the argument of piecemealing before the agency. *Sierra Club v. City of Orange*, 163 Cal.App.4th at 537.

correlating the localized human health impacts associated with an individual project's criteria air pollutant emissions be reversed.

Respectfully submitted,

Dated: April 2, 2015



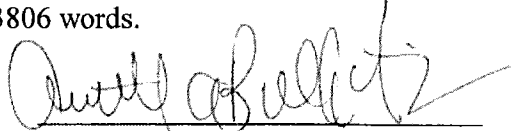
Catherine T. Redmond
Attorney for Proposed Amicus
Curiae

SAN JOAQUIN VALLEY
UNIFIED
AIR POLLUTION CONTROL
DISTRICT

CERTIFICATE OF WORD COUNT

Pursuant to Rule 8.204 of the California Rules of Court, I hereby certify that this document, based on the Word County feature of the Microsoft Word software program used to compose and print this document, contains, exclusive of caption, tables, certificate of word count, signature block and certificate of service, 3806 words.

Dated: April 2, 2015



Annette A. Ballatore-Williamson
District Counsel (SBN 192176)

Sierra Club et al, v. County of Fresno, et al
Supreme Court of California Case No.: S219783
Fifth District Court of Appeal Case No.: F066798
Fresno County Superior Court Case No.: 11CECG00726

PROOF OF SERVICE

I am over the age of 18 years and not a party to the above-captioned action; that my business address is San Joaquin Valley Unified Air Pollution Control District located at 1990 E. Gettysburg Avenue, Fresno, California 93726.

On April 2, 2015, I served the document described below:

**APPLICATION FOR LEAVE TO FILE AMICUS CURIAE BRIEF OF
SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT IN
SUPPORT OF DEFENDANT AND RESPONDENT, COUNTY OF FRESNO**

On all parties to this action at the following addresses and in the following manner:

PLEASE SEE ATTACHED SERVICE LIST

- (XX) **(BY MAIL)** I caused a true copy of each document(s) to be laced in a sealed envelope with first-class postage affixed and placed the envelope for collection. Mail is collected daily at my office and placed in a United State Postal Service collection box for pick-up and delivery that same day.
- () **(BY ELECTRONIC MAIL)** I caused a true and correct scanned image (.PDF file) copy to be transmitted via electronic mail transfer system in place at the San Joaquin Valley Unified Air Pollution Control District ("District"), originating from the undersigned at 1990 E. Gettysburg Avenue, Fresno, CA, to the address(es) indicated below.
- () **(BY OVERNIGHT MAIL)** I caused a true and correct copy to be delivered via Federal Express to the following person(s) or their representative at the address(es) listed below.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that I executed this document on April 2, 2015, at Fresno, California.



Esthela Soto

SERVICE LIST

Sierra Club et al, v. County of Fresno, et al

Supreme Court of California Case No.: S219783

Fifth District Court of Appeal Case No.: F066798

Fresno County Superior Court Case No.: 11CECG00726

| | |
|---|--|
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| Clerk of the Court Fifth District Court of Appeal 2424 Ventura Street Fresno, California 93721 Telephone: (559) 445-5491 | |

| | |
|--|--|
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| <p>Gene Talmadge, President CALIFORNIA ASSOCIATION OF ENVIRONMENTAL PROFESSIONALS 40747 Baranda Court Palm Desert, California 92260 Telephone: (760) 340-4499 Facsimile: (760) 674-2479</p> | <p>Attorney for Amicus Curiae, California Association of Environmental Professionals</p> |
| <p>Jennifer L. Hernandez, Esq. HOLLAND & KNIGHT LLP 50 California Street, Suite 2800 San Francisco, California 94111</p> | <p>On behalf of Amicus Curiae, CEQA Research Council</p> |

| | |
|---|--|
| Telephone: (415) 743-6927 Facsimile: (415) 743-6910 Email: Jennifer.hernandez@hklaw.com | |
|---|--|

Appendix D: Energy Calculations

Phase 1 Construction Vehicle Fuel Calculations (Page 1 of 2)

California Air Resource Board (ARB). EMFAC2017 Web Database (v1.0.2). Website: <https://arb.ca.gov/emfac/2017/>.

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: County

Region: TULARE

Calendar Year: 2022

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

VMT = Vehicle Miles Traveled

FE = Fuel Economy

| Given | | | | | | | Calculations | | | |
|--------|---------------|---------------|------------|------------|------|------------|-----------------|--------------------------------------|-------------------|----------|
| Region | Calendar Year | Vehicle Class | Model Year | Speed | Fuel | Population | VMT (mi/day) | Consumption (1000 gallons/day) | FE (mi/gallon) | VMT*FE |
| TULARE | 2022 | HHDT | Aggregated | Aggregated | GAS | 0.74013886 | 94.93513 | 0.020950586 | 4.53138294 | 430.1874 |
| TULARE | 2022 | HHDT | Aggregated | Aggregated | DSL | 6022.75373 | 811768.43 | 121.0558537 | 6.7057346 | 5443504 |
| TULARE | 2022 | LDA | Aggregated | Aggregated | GAS | 188558.696 | 7599808.3 | 241.783723 | 31.4322579 | 2.39E+08 |
| TULARE | 2022 | LDA | Aggregated | Aggregated | DSL | 1534.31562 | 64945.054 | 1.236086355 | 52.5408714 | 3412270 |
| TULARE | 2022 | LDT1 | Aggregated | Aggregated | GAS | 19952.5007 | 700693.41 | 26.47041033 | 26.4708177 | 18547927 |
| TULARE | 2022 | LDT1 | Aggregated | Aggregated | DSL | 15.8118427 | 300.40324 | 0.011530241 | 26.0535081 | 7826.558 |
| TULARE | 2022 | LDT2 | Aggregated | Aggregated | GAS | 64553.1295 | 2373068.4 | 96.58870736 | 24.5687975 | 58303437 |
| TULARE | 2022 | LDT2 | Aggregated | Aggregated | DSL | 312.729517 | 13823.781 | 0.355637182 | 38.8704594 | 537336.7 |
| TULARE | 2022 | LHDT1 | Aggregated | Aggregated | GAS | 5886.5536 | 191309.8 | 23.01869997 | 8.31106032 | 1589987 |
| TULARE | 2022 | LHDT1 | Aggregated | Aggregated | DSL | 7677.80692 | 254946.36 | 14.47873615 | 17.6083297 | 4489180 |
| TULARE | 2022 | LHDT2 | Aggregated | Aggregated | GAS | 952.561529 | 31155.289 | 4.301732623 | 7.24249781 | 225642.1 |
| TULARE | 2022 | LHDT2 | Aggregated | Aggregated | DSL | 2385.46076 | 81619.333 | 5.180978692 | 15.7536515 | 1285803 |
| TULARE | 2022 | MDV | Aggregated | Aggregated | GAS | 72295.4975 | 2441257.2 | 125.8145512 | 19.4036158 | 47369217 |
| TULARE | 2022 | MDV | Aggregated | Aggregated | DSL | 1425.02212 | 57725.883 | 2.098944767 | 27.5023353 | 1587597 |
| TULARE | 2022 | MHDT | Aggregated | Aggregated | GAS | 425.099814 | 21078.716 | 4.376761153 | 4.81605346 | 101516.2 |
| TULARE | 2022 | MHDT | Aggregated | Aggregated | DSL | 4403.85249 | 269894.54 | 28.99132949 | 9.30949157 | 2512581 |

Worker
Weighted Average Fuel Economy 27.81884

Vendor
Weighted Average Fuel Economy 9.4163

Haul
Weighted Average Fuel Economy 6.70548

Phase 1 Construction Vehicle Fuel Calculations (Page 2 of 2)

Construction Schedule

Source: CalEEMod Output

| CalEEMod Run | Phase Name | Start Date | End Date | Num Days | |
|---|-----------------------|------------|------------|----------|----------|
| | | | | Week | Num Days |
| 01 - Phase 1 Tier 1 Multifamily Residential | Site Preparation | 10/1/2022 | 10/28/2022 | 5 | 20 |
| 01 - Phase 1 Tier 1 Multifamily Residential | Grading | 10/29/2022 | 12/30/2022 | 5 | 45 |
| 01 - Phase 1 Tier 1 Multifamily Residential | Building Construction | 12/31/2022 | 9/6/2024 | 5 | 440 |
| 01 - Phase 1 Tier 1 Multifamily Residential | Paving | 9/7/2024 | 10/25/2024 | 5 | 35 |
| 01 - Phase 1 Tier 1 Multifamily Residential | Architectural Coating | 10/26/2024 | 12/13/2024 | 5 | 35 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Site Preparation | 12/14/2024 | 12/27/2024 | 5 | 10 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Grading | 12/28/2024 | 2/7/2025 | 5 | 30 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Building Construction | 2/8/2025 | 4/3/2026 | 5 | 300 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Paving | 4/4/2026 | 5/1/2026 | 5 | 20 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Architectural Coating | 5/2/2026 | 5/29/2026 | 5 | 20 |
| 03 - Phase 1 Single-family Residential | Site Preparation | 10/1/2022 | 3/17/2023 | 5 | 120 |
| 03 - Phase 1 Single-family Residential | Grading | 3/18/2023 | 5/24/2024 | 5 | 310 |
| 03 - Phase 1 Single-family Residential | Building Construction | 1/1/2023 | 7/15/2027 | 5 | 1184 |
| 03 - Phase 1 Single-family Residential | Paving | 1/1/2023 | 11/3/2023 | 5 | 220 |
| 03 - Phase 1 Single-family Residential | Architectural Coating | 4/15/2027 | 2/16/2028 | 5 | 220 |
| 04 - Phase 1 Commercial Mixed Use | Site Preparation | 12/14/2024 | 1/10/2025 | 5 | 20 |
| 04 - Phase 1 Commercial Mixed Use | Grading | 1/11/2025 | 3/14/2025 | 5 | 45 |
| 04 - Phase 1 Commercial Mixed Use | Building Construction | 3/15/2025 | 11/20/2026 | 5 | 440 |
| 04 - Phase 1 Commercial Mixed Use | Paving | 11/21/2026 | 1/8/2027 | 5 | 35 |
| 04 - Phase 1 Commercial Mixed Use | Architectural Coating | 1/9/2027 | 2/26/2027 | 5 | 35 |

Construction Trips and VMT

| CalEEMod Run | Phase Name | Trips per Day | | | Total Trips | Construction Trip Length in Miles | | | Number of Days per Phase | Trips per Phase | | | VMT per Phase | | | Fuel Consumption (gallons) | | |
|---|-----------------------|--------------------|--------------------|---------------------|-------------|-----------------------------------|--------------------|---------------------|--------------------------|--------------------|--------------------|---------------------|---------------|--------------|---------------|----------------------------|--------------|---------------|
| | | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trips | Vendor Trips | Hauling Trips | Worker Trips | Vendor Trips | Hauling Trips |
| 01 - Phase 1 Tier 1 Multifamily Residential | Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 | 20 | 360 | 0 | 14 | 3,888 | 0 | 280 | 139.76 | 0.00 | 41.76 | |
| 01 - Phase 1 Tier 1 Multifamily Residential | Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 | 45 | 900 | 0 | 16 | 9,720 | 0 | 320 | 349.40 | 0.00 | 47.72 | |
| 01 - Phase 1 Tier 1 Multifamily Residential | Building Construction | 331 | 53 | 18 | 10.8 | 7.3 | 20 | 440 | 145,640 | 23,320 | 18 | 1,572,912 | 170,236 | 360 | 56,541.25 | 18,078.86 | 53.69 | |
| 01 - Phase 1 Tier 1 Multifamily Residential | Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 | 35 | 525 | 140 | 12 | 5,670 | 1,022 | 240 | 203.82 | 108.54 | 35.79 | |
| 01 - Phase 1 Tier 1 Multifamily Residential | Architectural Coating | 66 | 0 | 2 | 10.8 | 7.3 | 20 | 35 | 2,310 | 0 | 2 | 24,948 | 0 | 40 | 896.80 | 0.00 | 5.97 | |
| 02 - Phase 1 Tier 2 Multifamily Residential | Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 | 10 | 180 | 0 | 14 | 1,944 | 0 | 280 | 69.88 | 0.00 | 41.76 | |
| 02 - Phase 1 Tier 2 Multifamily Residential | Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 | 30 | 600 | 0 | 16 | 6,480 | 0 | 320 | 232.94 | 0.00 | 47.72 | |
| 02 - Phase 1 Tier 2 Multifamily Residential | Building Construction | 172 | 26 | 18 | 10.8 | 7.3 | 20 | 300 | 51,600 | 7,800 | 18 | 557,280 | 56,940 | 360 | 20,032.47 | 6,046.96 | 53.69 | |
| 02 - Phase 1 Tier 2 Multifamily Residential | Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 | 20 | 300 | 80 | 12 | 3,240 | 584 | 240 | 116.47 | 62.02 | 35.79 | |
| 02 - Phase 1 Tier 2 Multifamily Residential | Architectural Coating | 34 | 0 | 2 | 10.8 | 7.3 | 20 | 20 | 680 | 0 | 2 | 7,344 | 0 | 40 | 263.99 | 0.00 | 5.97 | |
| 03 - Phase 1 Single-family Residential | Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 | 120 | 2,160 | 0 | 14 | 23,328 | 0 | 280 | 838.57 | 0.00 | 41.76 | |
| 03 - Phase 1 Single-family Residential | Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 | 310 | 6,200 | 0 | 16 | 66,960 | 0 | 320 | 2,407.00 | 0.00 | 47.72 | |
| 03 - Phase 1 Single-family Residential | Building Construction | 229 | 73 | 40 | 10.8 | 7.3 | 20 | 1,184 | 271,136 | 86,432 | 40 | 2,928,269 | 630,954 | 800 | 105,262.08 | 67,006.53 | 119.31 | |
| 03 - Phase 1 Single-family Residential | Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 | 220 | 3,300 | 880 | 12 | 35,640 | 6,424 | 240 | 1,281.15 | 682.22 | 35.79 | |
| 03 - Phase 1 Single-family Residential | Architectural Coating | 46 | 0 | 2 | 10.8 | 7.3 | 20 | 220 | 10,120 | 0 | 2 | 109,296 | 0 | 40 | 3,928.85 | 0.00 | 5.97 | |
| 04 - Phase 1 Commercial | Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 | 20 | 360 | 0 | 14 | 3,888 | 0 | 280 | 139.76 | 0.00 | 41.76 | |
| 04 - Phase 1 Commercial | Grading | 15 | 0 | 12 | 10.8 | 7.3 | 20 | 45 | 675 | 0 | 12 | 7,290 | 0 | 240 | 262.05 | 0.00 | 35.79 | |
| 04 - Phase 1 Commercial | Building Construction | 506 | 205 | 18 | 10.8 | 7.3 | 20 | 440 | 222,640 | 90,200 | 18 | 2,404,512 | 658,460 | 360 | 86,434.67 | 69,927.68 | 53.69 | |
| 04 - Phase 1 Commercial | Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 | 35 | 525 | 140 | 12 | 5,670 | 1,022 | 240 | 203.82 | 108.54 | 35.79 | |
| 04 - Phase 1 Commercial | Architectural Coating | 101 | 0 | 2 | 10.8 | 7.3 | 20 | 35 | 3,535 | 0 | 2 | 38,178 | 0 | 40 | 1,372.38 | 0.00 | 5.97 | |

Total Phase 1 Project Construction VMT (miles)
9,347,418

Total Phase 1 Project Fuel Consumption (gallons)
443,792

Phase 2 Construction Vehicle Fuel Calculations (Page 1 of 2)

California Air Resource Board (ARB). EMFAC2017 Web Database (v1.0.2). Website: <https://arb.ca.gov/emfac/2017/>.

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: County

Region: TULARE

Calendar Year: 2026

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

VMT = Vehicle Miles Traveled

FE = Fuel Economy

| Given | | | | | | Calculations | | | | |
|--------|---------------|---------------|------------|------------|------|--------------|--------------|--------------------------------|----------------|----------|
| Region | Calendar Year | Vehicle Class | Model Year | Speed | Fuel | Population | VMT (mi/day) | Consumption (1000 gallons/day) | FE (mi/gallon) | VMT*FE |
| TULARE | 2026 | HHDT | Aggregated | Aggregated | GAS | 0.986305442 | 153.2749013 | 0.03159801 | 4.850776981 | 743.5024 |
| TULARE | 2026 | HHDT | Aggregated | Aggregated | DSL | 6643.821833 | 875388.0848 | 117.7390358 | 7.434986019 | 6508498 |
| TULARE | 2026 | LDA | Aggregated | Aggregated | GAS | 211442.6068 | 8239028.365 | 234.1870363 | 35.18140241 | 2.9E+08 |
| TULARE | 2026 | LDA | Aggregated | Aggregated | DSL | 2066.208021 | 85010.53442 | 1.446000086 | 58.79013097 | 4997780 |
| TULARE | 2026 | LDT1 | Aggregated | Aggregated | GAS | 21185.50571 | 744037.798 | 24.9894796 | 29.77404132 | 22153012 |
| TULARE | 2026 | LDT1 | Aggregated | Aggregated | DSL | 10.88395946 | 210.9075724 | 0.007616127 | 27.69223503 | 5840.502 |
| TULARE | 2026 | LDT2 | Aggregated | Aggregated | GAS | 68503.4664 | 2459368.963 | 86.84813522 | 28.31803995 | 69644509 |
| TULARE | 2026 | LDT2 | Aggregated | Aggregated | DSL | 464.7902011 | 19022.98829 | 0.434135552 | 43.8180845 | 833550.9 |
| TULARE | 2026 | LHDT1 | Aggregated | Aggregated | GAS | 5186.151133 | 168670.0662 | 19.31912782 | 8.730728825 | 1472613 |
| TULARE | 2026 | LHDT1 | Aggregated | Aggregated | DSL | 6874.821303 | 215129.3263 | 11.70086163 | 18.38576791 | 3955318 |
| TULARE | 2026 | LHDT2 | Aggregated | Aggregated | GAS | 857.894327 | 27203.02627 | 3.596948291 | 7.562807155 | 205731.2 |
| TULARE | 2026 | LHDT2 | Aggregated | Aggregated | DSL | 2269.202829 | 72993.52131 | 4.422738747 | 16.50414494 | 1204696 |
| TULARE | 2026 | MDV | Aggregated | Aggregated | GAS | 65420.02737 | 2123343.6 | 97.44898555 | 21.78928378 | 46266136 |
| TULARE | 2026 | MDV | Aggregated | Aggregated | DSL | 1648.463792 | 61140.29561 | 1.995854601 | 30.63364214 | 1872950 |
| TULARE | 2026 | MHDT | Aggregated | Aggregated | GAS | 431.5106983 | 22604.43392 | 4.377091683 | 5.164258725 | 116735.1 |
| TULARE | 2026 | MHDT | Aggregated | Aggregated | DSL | 4666.719053 | 264453.2307 | 26.46138905 | 9.993928517 | 2642927 |

**Worker
Weighted Average Fuel Economy 31.72596**

**Vendor
Weighted Average Fuel Economy 9.782163**

**Haul
Weighted Average Fuel Economy 7.434534**

Phase 2 Construction Vehicle Fuel Calculations (Page 2 of 2)

Construction

Schedule

Source: CalEEMod Output

| CalEEMod Run | Phase Name | Start Date | End Date | Week | Num Days |
|--|-----------------------|------------|-----------|------|----------|
| 05 - Phase 2 Multifamily Residential | Site Preparation | 5/30/2026 | 8/21/2026 | 5 | 60 |
| 05 - Phase 2 Multifamily Residential | Grading | 8/22/2026 | 3/26/2027 | 5 | 155 |
| 05 - Phase 2 Multifamily Residential | Building Construction | 3/27/2027 | 3/4/2033 | 5 | 1,550 |
| 05 - Phase 2 Multifamily Residential | Paving | 3/5/2033 | 8/5/2033 | 5 | 110 |
| 05 - Phase 2 Multifamily Residential | Architectural Coating | 8/6/2033 | 1/6/2034 | 5 | 110 |
| 06 - Phase 2 Single-family Residential | Site Preparation | 10/1/2026 | 6/9/2027 | 5 | 180 |
| 06 - Phase 2 Single-family Residential | Grading | 6/10/2027 | 3/21/2029 | 5 | 465 |
| 06 - Phase 2 Single-family Residential | Building Construction | 1/1/2027 | 9/18/2036 | 5 | 2,535 |
| 06 - Phase 2 Single-family Residential | Paving | 1/1/2027 | 4/6/2028 | 5 | 330 |
| 06 - Phase 2 Single-family Residential | Architectural Coating | 11/25/2035 | 3/1/2037 | 5 | 330 |
| 07 - Phase 2 Commercial | Site Preparation | 4/1/2026 | 4/14/2026 | 5 | 10 |
| 07 - Phase 2 Commercial | Grading | 4/15/2026 | 5/12/2026 | 5 | 20 |
| 07 - Phase 2 Commercial | Building Construction | 5/13/2026 | 3/30/2027 | 5 | 230 |
| 07 - Phase 2 Commercial | Paving | 3/31/2027 | 4/27/2027 | 5 | 20 |
| 07 - Phase 2 Commercial | Architectural Coating | 4/28/2027 | 5/25/2027 | 5 | 20 |
| 08 - Phase 2 Basin | Site Preparation | 3/1/2026 | 3/13/2026 | 5 | 10 |
| 08 - Phase 2 Basin | Grading | 3/14/2026 | 4/24/2026 | 5 | 30 |
| 08 - Phase 2 Basin | Paving | 4/25/2026 | 5/22/2026 | 5 | 20 |

Construction Trips and VMT

| CalEEMod Run | Phase Name | Trips per Day | | | Total Trips | Construction Trip Length in Miles | | | Number of Days per Phase | Trips per Phase | | | VMT per Phase | | | Fuel Consumption (gallons) | | |
|--|-----------------------|--------------------|--------------------|---------------------|-------------|-----------------------------------|--------------------|---------------------|--------------------------|--------------------|--------------------|---------------------|---------------|--------------|---------------|----------------------------|--------------|---------------|
| | | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trips | Vendor Trips | Hauling Trips | Worker Trips | Vendor Trips | Hauling Trips |
| 05 - Phase 2 Multifamily Residential | Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 | 60 | 1,080 | 0 | 14 | 11,664 | 0 | 280 | 367.65 | 0.00 | 37.66 | |
| 05 - Phase 2 Multifamily Residential | Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 | 155 | 3,100 | 0 | 16 | 33,480 | 0 | 320 | 1,055.29 | 0.00 | 43.04 | |
| 05 - Phase 2 Multifamily Residential | Building Construction | 1197 | 294 | 18 | 10.8 | 7.3 | 20 | 1,550 | 1,855,350 | 455,700 | 18 | 20,037,780 | 3,326,610 | 360 | 631,589.39 | 340,068.95 | 48.42 | |
| 05 - Phase 2 Multifamily Residential | Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 | 110 | 1,650 | 440 | 12 | 17,820 | 3,212 | 240 | 561.69 | 328.35 | 32.28 | |
| 05 - Phase 2 Multifamily Residential | Architectural Coating | 239 | 0 | 2 | 10.8 | 7.3 | 20 | 110 | 26,290 | 0 | 2 | 283,932 | 0 | 40 | 8,949.52 | 0.00 | 5.38 | |
| 06 - Phase 2 Single-family Residential | Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 | 180 | 3,240 | 0 | 14 | 34,992 | 0 | 280 | 1,102.95 | 0.00 | 37.66 | |
| 06 - Phase 2 Single-family Residential | Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 | 465 | 9,300 | 0 | 16 | 100,440 | 0 | 320 | 3,165.86 | 0.00 | 43.04 | |
| 06 - Phase 2 Single-family Residential | Building Construction | 572 | 187 | 12 | 10.8 | 7.3 | 20 | 2,535 | 1,450,020 | 474,045 | 12 | 15,660,216 | 3,460,529 | 240 | 493,608.88 | 353,759.02 | 32.28 | |
| 06 - Phase 2 Single-family Residential | Paving | 15 | 4 | 36 | 10.8 | 7.3 | 20 | 330 | 4,950 | 1,320 | 36 | 53,460 | 9,636 | 720 | 1,685.06 | 985.06 | 96.85 | |
| 06 - Phase 2 Single-family Residential | Architectural Coating | 114 | 0 | 2 | 10.8 | 7.3 | 20 | 330 | 37,620 | 0 | 2 | 406,296 | 0 | 40 | 12,806.42 | 0.00 | 5.38 | |
| 07 - Phase 2 Commercial | Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 | 10 | 180 | 0 | 14 | 1,944 | 0 | 280 | 61.27 | 0.00 | 37.66 | |
| 07 - Phase 2 Commercial | Grading | 15 | 0 | 12 | 10.8 | 7.3 | 20 | 20 | 300 | 0 | 12 | 3,240 | 0 | 240 | 102.12 | 0.00 | 32.28 | |
| 07 - Phase 2 Commercial | Building Construction | 116 | 46 | 18 | 10.8 | 7.3 | 20 | 230 | 26,680 | 10,580 | 18 | 288,144 | 77,234 | 360 | 9,082.28 | 7,895.39 | 48.42 | |
| 07 - Phase 2 Commercial | Paving | 15 | 0 | 12 | 10.8 | 7.3 | 20 | 20 | 300 | 0 | 12 | 3,240 | 0 | 240 | 102.12 | 0.00 | 32.28 | |
| 07 - Phase 2 Commercial | Architectural Coating | 23 | 0 | 2 | 10.8 | 7.3 | 20 | 20 | 460 | 0 | 2 | 4,968 | 0 | 40 | 156.59 | 0.00 | 5.38 | |
| 08 - Phase 2 Basin | Site Preparation | 18 | 0 | 14 | 10.8 | 7.3 | 20 | 10 | 180 | 0 | 14 | 1,944 | 0 | 280 | 61.27 | 0.00 | 37.66 | |
| 08 - Phase 2 Basin | Grading | 20 | 0 | 16 | 10.8 | 7.3 | 20 | 30 | 600 | 0 | 16 | 6,480 | 0 | 320 | 204.25 | 0.00 | 43.04 | |
| 08 - Phase 2 Basin | Paving | 15 | 4 | 12 | 10.8 | 7.3 | 20 | 20 | 300 | 80 | 12 | 3,240 | 584 | 240 | 102.12 | 59.70 | 32.28 | |

Total Phase 2 Project Construction VMT (miles)
43,835,925

Total Phase 2 Project Fuel Consumption (gallons)
1,868,512

Construction Equipment Fuel Calculation—Phase 1

Source: CalEEMod Output

Construction Schedule

| Construction Area | Phase Type | Start Date | End Date | Num Days | Num |
|---|-----------------------|-------------------|-----------------|-----------------|-------------|
| | | | | Week | Days |
| 01 - Phase 1 Tier 1 Multifamily Residential | Site Preparation | 10/1/2022 | 10/28/2022 | 5 | 20 |
| 01 - Phase 1 Tier 1 Multifamily Residential | Grading | 10/29/2022 | 12/30/2022 | 5 | 45 |
| 01 - Phase 1 Tier 1 Multifamily Residential | Building Construction | 12/31/2022 | 9/6/2024 | 5 | 440 |
| 01 - Phase 1 Tier 1 Multifamily Residential | Paving | 9/7/2024 | 10/25/2024 | 5 | 35 |
| 01 - Phase 1 Tier 1 Multifamily Residential | Architectural Coating | 10/26/2024 | 12/13/2024 | 5 | 35 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Site Preparation | 12/14/2024 | 12/27/2024 | 5 | 10 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Grading | 12/28/2024 | 2/7/2025 | 5 | 30 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Building Construction | 2/8/2025 | 4/3/2026 | 5 | 300 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Paving | 4/4/2026 | 5/1/2026 | 5 | 20 |
| 02 - Phase 1 Tier 2 Multifamily Residential | Architectural Coating | 5/2/2026 | 5/29/2026 | 5 | 20 |
| 03 - Phase 1 Single-family Residential | Site Preparation | 10/1/2022 | 3/17/2023 | 5 | 120 |
| 03 - Phase 1 Single-family Residential | Grading | 3/18/2023 | 5/24/2024 | 5 | 310 |
| 03 - Phase 1 Single-family Residential | Building Construction | 1/1/2023 | 7/15/2027 | 5 | 1184 |
| 03 - Phase 1 Single-family Residential | Paving | 1/1/2023 | 11/3/2023 | 5 | 220 |
| 03 - Phase 1 Single-family Residential | Architectural Coating | 4/15/2027 | 2/16/2028 | 5 | 220 |
| 04 - Phase 1 Commercial Mixed Use | Site Preparation | 12/14/2024 | 1/10/2025 | 5 | 20 |
| 04 - Phase 1 Commercial Mixed Use | Grading | 1/11/2025 | 3/14/2025 | 5 | 45 |
| 04 - Phase 1 Commercial Mixed Use | Building Construction | 3/15/2025 | 11/20/2026 | 5 | 440 |
| 04 - Phase 1 Commercial Mixed Use | Paving | 11/21/2026 | 1/8/2027 | 5 | 35 |
| 04 - Phase 1 Commercial Mixed Use | Architectural Coating | 1/9/2027 | 2/26/2027 | 5 | 35 |

Construction Equipment (Phase 1)

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor | Number of Days | HP Hours | Fuel (gallons/HP- | Diesel Fuel Usage |
|--|-------------------------------|---------------|--------------------|--------------------|--------------------|-----------------------|-----------------|--------------------------|--------------------------|
| 01 - Phase 1 Tier 1 Multifamily Residential | | | | | | | | | |
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 | 20 | 47,424.00 | 0.021 | 972.82 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 20 | 22,969.60 | 0.019 | 437.03 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 | 45 | 43,228.80 | 0.020 | 854.08 |
| Grading | Graders | 1 | 8 | 187 | 0.41 | 45 | 27,601.20 | 0.021 | 585.55 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 | 45 | 35,568.00 | 0.021 | 729.62 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 | 45 | 126,835.20 | 0.025 | 3,156.52 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 | 45 | 25,840.80 | 0.019 | 491.66 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 | 440 | 206,329.20 | 0.015 | 3,071.18 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 | 440 | 187,968.00 | 0.021 | 3,910.62 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 | 440 | 218,803.20 | 0.042 | 9,267.98 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 | 440 | 331,623.60 | 0.019 | 6,309.67 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 | 440 | 72,864.00 | 0.026 | 1,883.23 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 | 35 | 30,576.00 | 0.022 | 658.22 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 | 35 | 26,611.20 | 0.018 | 487.85 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 | 35 | 17,024.00 | 0.019 | 330.34 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 | 35 | 7,862.40 | 0.028 | 216.64 |
| 02 - Phase 1 Tier 2 Multifamily Residential | | | | | | | | | |
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 | 10 | 23,712.00 | 0.021 | 486.41 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 10 | 11,484.80 | 0.019 | 218.52 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 | 30 | 28,819.20 | 0.020 | 569.39 |
| Grading | Graders | 1 | 8 | 187 | 0.41 | 30 | 18,400.80 | 0.021 | 390.37 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 | 30 | 23,712.00 | 0.021 | 486.41 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 | 30 | 84,556.80 | 0.025 | 2,104.34 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 | 30 | 17,227.20 | 0.019 | 327.77 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 | 300 | 140,679.00 | 0.015 | 2,093.99 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 | 300 | 128,160.00 | 0.021 | 2,666.33 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 | 300 | 149,184.00 | 0.042 | 6,319.08 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 | 300 | 226,107.00 | 0.019 | 4,302.04 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 | 300 | 49,680.00 | 0.026 | 1,284.02 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 | 20 | 17,472.00 | 0.022 | 376.12 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 | 20 | 15,206.40 | 0.018 | 278.77 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 | 20 | 9,728.00 | 0.019 | 188.76 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 | 20 | 4,492.80 | 0.028 | 123.80 |

03 - Phase 1 Single-family Residential

| | | | | | | | | | |
|-----------------------|---------------------------|---|------|-----|------|-------|--------------|-------|-----------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 | 120 | 284,544.00 | 0.021 | 5,836.93 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 120 | 137,817.60 | 0.019 | 2,622.20 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 | 310 | 297,798.40 | 0.020 | 5,883.68 |
| Grading | Graders | 1 | 8 | 187 | 0.41 | 310 | 190,141.60 | 0.021 | 4,033.81 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 | 310 | 245,024.00 | 0.021 | 5,026.25 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 | 310 | 873,753.60 | 0.025 | 21,744.88 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 | 310 | 178,014.40 | 0.019 | 3,387.01 |
| Building Construction | Cranes | 3 | 6.1 | 231 | 0.29 | 1,184 | 1,451,485.73 | 0.015 | 21,605.16 |
| Building Construction | Forklifts | 6 | 10.5 | 89 | 0.20 | 1,184 | 1,327,737.60 | 0.021 | 27,623.21 |
| Building Construction | Generator Sets | 3 | 7 | 84 | 0.74 | 1,184 | 1,545,546.24 | 0.042 | 65,465.63 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 9.2 | 97 | 0.37 | 1,184 | 2,345,655.55 | 0.019 | 44,629.82 |
| Building Construction | Welders | 2 | 10.5 | 46 | 0.45 | 1,184 | 514,684.80 | 0.026 | 13,302.47 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 | 220 | 192,192.00 | 0.022 | 4,137.36 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 | 220 | 167,270.40 | 0.018 | 3,066.50 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 | 220 | 107,008.00 | 0.019 | 2,076.41 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 | 220 | 49,420.80 | 0.028 | 1,361.75 |

04 - Phase 1 Commercial

| | | | | | | | | | |
|-----------------------|---------------------------|---|---|-----|------|-----|------------|-------|----------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 | 20 | 47,424.00 | 0.021 | 972.82 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 20 | 22,969.60 | 0.019 | 437.03 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 | 45 | 43,228.80 | 0.020 | 854.08 |
| Grading | Graders | 1 | 8 | 187 | 0.41 | 45 | 27,601.20 | 0.021 | 585.55 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 | 45 | 35,568.00 | 0.021 | 729.62 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 | 45 | 25,840.80 | 0.019 | 491.66 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 | 440 | 206,329.20 | 0.015 | 3,071.18 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 | 440 | 187,968.00 | 0.021 | 3,910.62 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 | 440 | 218,803.20 | 0.042 | 9,267.98 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 | 440 | 331,623.60 | 0.019 | 6,309.67 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 | 440 | 72,864.00 | 0.026 | 1,883.23 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 | 35 | 30,576.00 | 0.022 | 658.22 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 | 35 | 26,611.20 | 0.018 | 487.85 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 | 35 | 17,024.00 | 0.019 | 330.34 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 | 35 | 7,862.40 | 0.028 | 216.64 |

Total Phase 1 Construction Equipment Fuel Consumption (gallons)

317,588.69

Notes:

Equipment assumptions are provided in the CalEEMod output files.

Source of usage estimates: California Air Resource Board (ARB). 2021. OFFROAD2017 (v1.0.1) Emissions Inventory for Tulare County

Website: <https://www.arb.ca.gov/orion/>. Accessed October 1, 2021.

Construction Equipment Fuel Calculation—Phase 2

Source: CalEEMod Output

Construction Schedule

| Construction Area | Phase Type | Start Date | End Date | Num Days Week | Num Days |
|--|-----------------------|------------|-----------|---------------|----------|
| 05 - Phase 2 Multifamily Residential | Site Preparation | 5/30/2026 | 8/21/2026 | 5 | 60 |
| 05 - Phase 2 Multifamily Residential | Grading | 8/22/2026 | 3/26/2027 | 5 | 155 |
| 05 - Phase 2 Multifamily Residential | Building Construction | 3/27/2027 | 3/4/2033 | 5 | 1,550 |
| 05 - Phase 2 Multifamily Residential | Paving | 3/5/2033 | 8/5/2033 | 5 | 110 |
| 05 - Phase 2 Multifamily Residential | Architectural Coating | 8/6/2033 | 1/6/2034 | 5 | 110 |
| 06 - Phase 2 Single-family Residential | Site Preparation | 10/1/2026 | 6/9/2027 | 5 | 180 |
| 06 - Phase 2 Single-family Residential | Grading | 6/10/2027 | 3/21/2029 | 5 | 465 |
| 06 - Phase 2 Single-family Residential | Building Construction | 1/1/2027 | 9/18/2036 | 5 | 2,535 |
| 06 - Phase 2 Single-family Residential | Paving | 1/1/2027 | 4/6/2028 | 5 | 330 |
| 06 - Phase 2 Single-family Residential | Architectural Coating | 11/25/2035 | 3/1/2037 | 5 | 330 |
| 07 - Phase 2 Commercial | Site Preparation | 4/1/2026 | 4/14/2026 | 5 | 10 |
| 07 - Phase 2 Commercial | Grading | 4/15/2026 | 5/12/2026 | 5 | 20 |
| 07 - Phase 2 Commercial | Building Construction | 5/13/2026 | 3/30/2027 | 5 | 230 |
| 07 - Phase 2 Commercial | Paving | 3/31/2027 | 4/27/2027 | 5 | 20 |
| 07 - Phase 2 Commercial | Architectural Coating | 4/28/2027 | 5/25/2027 | 5 | 20 |
| 08 - Phase 2 Basin | Site Preparation | 3/1/2026 | 3/13/2026 | 5 | 10 |
| 08 - Phase 2 Basin | Grading | 3/14/2026 | 4/24/2026 | 5 | 30 |
| 08 - Phase 2 Basin | Paving | 4/25/2026 | 5/22/2026 | 5 | 20 |

Construction Equipment (Phase 2)

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor | Number of Days | HP Hours | Fuel (gallons/HP- | Diesel Fuel Usage |
|---|---------------------------|--------|-------------|-------------|-------------|----------------|--------------|-------------------|-------------------|
| 05 - Phase 2 Multifamily Residential | | | | | | | | | |
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 | 60 | 142,272.00 | 0.021 | 2,918.47 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 60 | 68,908.80 | 0.019 | 1,311.10 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 | 155 | 148,899.20 | 0.020 | 2,941.84 |
| Grading | Graders | 1 | 8 | 187 | 0.41 | 155 | 95,070.80 | 0.021 | 2,016.90 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 | 155 | 122,512.00 | 0.021 | 2,513.12 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 | 155 | 436,876.80 | 0.025 | 10,872.44 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 | 155 | 89,007.20 | 0.019 | 1,693.50 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 | 1,550 | 726,841.50 | 0.015 | 10,818.93 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 | 1,550 | 662,160.00 | 0.021 | 13,776.05 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 | 1,550 | 770,784.00 | 0.042 | 32,648.56 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 | 1,550 | 1,168,219.50 | 0.019 | 22,227.23 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 | 1,550 | 256,680.00 | 0.026 | 6,634.12 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 | 110 | 96,096.00 | 0.022 | 2,068.68 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 | 110 | 83,635.20 | 0.018 | 1,533.25 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 | 110 | 53,504.00 | 0.019 | 1,038.20 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 | 110 | 24,710.40 | 0.028 | 680.88 |
| 06 - Phase 2 Single-family Residential | | | | | | | | | |
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 | 180 | 426,816.00 | 0.021 | 8,755.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 180 | 206,726.40 | 0.019 | 3,933.30 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 | 465 | 446,697.60 | 0.020 | 8,825.53 |
| Grading | Graders | 1 | 8 | 187 | 0.41 | 465 | 285,212.40 | 0.021 | 6,050.71 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 | 465 | 367,536.00 | 0.021 | 7,539.37 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 | 465 | 1,310,630.40 | 0.025 | 32,617.33 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 | 465 | 267,021.60 | 0.019 | 5,080.51 |
| Building Construction | Cranes | 2 | 6.4 | 231 | 0.29 | 2,535 | 2,173,691.52 | 0.015 | 32,355.09 |
| Building Construction | Forklifts | 6 | 7.3 | 89 | 0.20 | 2,535 | 1,976,387.40 | 0.021 | 41,118.19 |
| Building Construction | Generator Sets | 2 | 7.3 | 84 | 0.74 | 2,535 | 2,300,603.76 | 0.042 | 97,448.05 |
| Building Construction | Tractors/Loaders/Backhoes | 6 | 6.5 | 97 | 0.37 | 2,535 | 3,548,264.85 | 0.019 | 67,511.37 |
| Building Construction | Welders | 2 | 7.3 | 46 | 0.45 | 2,535 | 766,127.70 | 0.026 | 19,801.23 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 | 330 | 288,288.00 | 0.022 | 6,206.03 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 | 330 | 250,905.60 | 0.018 | 4,599.75 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 | 330 | 160,512.00 | 0.019 | 3,114.61 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 | 330 | 74,131.20 | 0.028 | 2,042.63 |

07 - Phase 2 Commercial

| | | | | | | | | | |
|-----------------------|---------------------------|---|---|-----|------|-----|------------|-------|----------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 | 10 | 23,712.00 | 0.021 | 486.41 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 10 | 11,484.80 | 0.019 | 218.52 |
| Grading | Excavators | 1 | 8 | 158 | 0.38 | 20 | 9,606.40 | 0.020 | 189.80 |
| Grading | Graders | 1 | 8 | 187 | 0.41 | 20 | 12,267.20 | 0.021 | 260.25 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 | 20 | 15,808.00 | 0.021 | 324.27 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8 | 97 | 0.37 | 20 | 17,227.20 | 0.019 | 327.77 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 | 230 | 107,853.90 | 0.015 | 1,605.39 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.20 | 230 | 98,256.00 | 0.021 | 2,044.19 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 | 230 | 114,374.40 | 0.042 | 4,844.63 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 | 230 | 173,348.70 | 0.019 | 3,298.23 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 | 230 | 38,088.00 | 0.026 | 984.42 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 | 20 | 17,472.00 | 0.022 | 376.12 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 | 20 | 15,206.40 | 0.018 | 278.77 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 | 20 | 9,728.00 | 0.019 | 188.76 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 | 20 | 4,492.80 | 0.028 | 123.80 |

08 - Phase 2 Basin

| | | | | | | | | | |
|------------------|---------------------------|---|---|-----|------|----|-----------|-------|----------|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.40 | 10 | 23,712.00 | 0.021 | 486.41 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 10 | 11,484.80 | 0.019 | 218.52 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 | 30 | 28,819.20 | 0.020 | 569.39 |
| Grading | Graders | 1 | 8 | 187 | 0.41 | 30 | 18,400.80 | 0.021 | 390.37 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.40 | 30 | 23,712.00 | 0.021 | 486.41 |
| Grading | Scrapers | 2 | 8 | 367 | 0.48 | 30 | 84,556.80 | 0.025 | 2,104.34 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 | 30 | 17,227.20 | 0.019 | 327.77 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 | 20 | 17,472.00 | 0.022 | 376.12 |
| Paving | Paving Equipment | 2 | 8 | 132 | 0.36 | 20 | 15,206.40 | 0.018 | 278.77 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 | 20 | 9,728.00 | 0.019 | 188.76 |

Total Phase 2 Construction Equipment Fuel Consumption (gallons)

483,670.55

Notes:

Equipment assumptions are provided in the CalEEMod output files.

Source of usage estimates: California Air Resource Board (ARB). 2021. OFFROAD2017 (v1.0.1) Emissions Inventory

Website: <https://www.arb.ca.gov/orion/>.

Construction Equipment Fuel Calculation

OFFROAD2017 (v1.0.1) Emissions Inventory

Region Type: County

Region: Tulare

Calendar Year: 2022

Scenario: All Adopted Rules - Exhaust

Vehicle Classification: OFFROAD2017 Equipment Types

Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

| Region | CalYr | Vehicle Class | Model Year | HP_Bin | Fuel | Fuel (gallons/year) | Horsepower Hours (HP- hours/year) | Fuel (gallons/HP- hour) |
|--------|-------|---|------------|--------|--------|------------------------|---|-------------------------------|
| Tulare | 2022 | Construction and Mining - Cranes | Aggregated | 300 | Diesel | 52657.01958 | 3537623.546 | 0.014884857 |
| Tulare | 2022 | Construction and Mining - Excavators | Aggregated | 175 | Diesel | 156561.5672 | 7924249.896 | 0.019757273 |
| Tulare | 2022 | Construction and Mining - Graders | Aggregated | 175 | Diesel | 95622.48553 | 4507357.533 | 0.021214755 |
| Tulare | 2022 | Construction and Mining - Misc - Cement And Mortar Mixers | Aggregated | 25 | Diesel | 518.3 | 16275.35 | 0.031845705 |
| Tulare | 2022 | Construction and Mining - Misc - Concrete/Industrial Saws | Aggregated | 50 | Diesel | 266.45 | 6383.85 | 0.041738136 |
| Tulare | 2022 | Construction and Mining - Pavers | Aggregated | 175 | Diesel | 20697.09983 | 961439.2328 | 0.021527205 |
| Tulare | 2022 | Construction and Mining - Paving Equipment | Aggregated | 175 | Diesel | 8797.729977 | 479896.0688 | 0.018332574 |
| Tulare | 2022 | Construction and Mining - Rollers | Aggregated | 100 | Diesel | 49945.71939 | 2573962.798 | 0.019404212 |
| Tulare | 2022 | Construction and Mining - Rough Terrain Forklifts | Aggregated | 100 | Diesel | 128035.0445 | 6154134.122 | 0.020804721 |
| Tulare | 2022 | Construction and Mining - Rubber Tired Dozers | Aggregated | 300 | Diesel | 6934.526078 | 338050.6038 | 0.020513278 |
| Tulare | 2022 | Construction and Mining - Scrapers | Aggregated | 300 | Diesel | 57538.0011 | 2311993.759 | 0.024886746 |
| Tulare | 2022 | Construction and Mining - Tractors/Loaders/Backhoes | Aggregated | 300 | Diesel | 84418.89908 | 4436891.503 | 0.019026586 |
| Tulare | 2022 | Light Commercial - Misc - Air Compressors | Aggregated | 50 | Diesel | 8584.8 | 311560.35 | 0.027554212 |
| Tulare | 2022 | Light Commercial - Misc - Generator Sets | Aggregated | 50 | Diesel | 23662.95 | 558647.1 | 0.042357599 |
| Tulare | 2022 | Light Commercial - Misc - Welders | Aggregated | 50 | Diesel | 39441.9 | 1526043.1 | 0.025845862 |

Operational Fuel Calculation—Project-generated Phase 1 Operational Trips

California Air Resource Board (ARB). EMFAC2017 Web Database (v1.0.2). Website: <https://arb.ca.gov/emfac/2017/>.

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: County

Region: TULARE

Calendar Year: 2028

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

VMT = Vehicle Miles Traveled

FE = Fuel Economy

| | | | | | <i>Given</i> | | <i>Calculations</i> | | | |
|--------------------------------------|---------------|---------------|------------|------------|--------------|-------------|---------------------|------------------|-------------|--------------------|
| Region | Calendar Year | Vehicle Class | Model Year | Speed | Fuel | Population | VMT | Fuel Consumption | FE | VMT*FE |
| TULARE | 2028 | LDA | Aggregated | Aggregated | GAS | 222536.1496 | 8512710.095 | 230.5383502 | 36.92535359 | 314334830.2 |
| TULARE | 2028 | LDA | Aggregated | Aggregated | DSL | 2295.945912 | 93041.05039 | 1.518572624 | 61.26875258 | 5700509.096 |
| Weighted Average Fuel Economy | | | | | | | | | | 37.18854217 |
| | | | | | | | | | | |
| TULARE | 2028 | LDT1 | Aggregated | Aggregated | GAS | 22012.4842 | 767399.5265 | 24.52414241 | 31.29159477 | 24013155.01 |
| TULARE | 2028 | LDT1 | Aggregated | Aggregated | DSL | 6.704360376 | 152.8578107 | 0.005142286 | 29.72565449 | 4543.798467 |
| TULARE | 2028 | LDT2 | Aggregated | Aggregated | GAS | 70891.29355 | 2510680.417 | 83.3882196 | 30.10833459 | 75592406.03 |
| TULARE | 2028 | LDT2 | Aggregated | Aggregated | DSL | 533.0785838 | 21101.42774 | 0.460836335 | 45.78941839 | 966222.1037 |
| TULARE | 2028 | MDV | Aggregated | Aggregated | GAS | 62764.35932 | 2014585.21 | 86.99223733 | 23.15821816 | 46654203.79 |
| TULARE | 2028 | MDV | Aggregated | Aggregated | DSL | 1725.129862 | 62029.85827 | 1.928525265 | 32.16440012 | 1995153.181 |
| Weighted Average Fuel Economy | | | | | | | | | | 27.7580155 |
| | | | | | | | | | | |
| TULARE | 2028 | LHDT1 | Aggregated | Aggregated | GAS | 4985.276035 | 162387.983 | 18.03399088 | 9.00455058 | 1462230.807 |
| TULARE | 2028 | LHDT1 | Aggregated | Aggregated | DSL | 6485.731697 | 199698.4277 | 10.55506194 | 18.91968317 | 3778230.983 |
| TULARE | 2028 | LHDT2 | Aggregated | Aggregated | GAS | 817.2007649 | 25761.31277 | 3.310487626 | 7.781727552 | 200467.5173 |
| TULARE | 2028 | LHDT2 | Aggregated | Aggregated | DSL | 2215.698325 | 69776.78433 | 4.106999097 | 16.98972478 | 1185488.362 |
| TULARE | 2028 | MHDT | Aggregated | Aggregated | GAS | 443.5446338 | 23385.76792 | 4.371925712 | 5.349077149 | 125092.2768 |
| TULARE | 2028 | MHDT | Aggregated | Aggregated | DSL | 4854.605014 | 262147.3245 | 25.48753433 | 10.28531521 | 2696267.864 |
| TULARE | 2028 | HHDT | Aggregated | Aggregated | GAS | 1.151547416 | 178.4372094 | 0.035652049 | 5.004963687 | 893.0717536 |
| TULARE | 2028 | HHDT | Aggregated | Aggregated | DSL | 6865.87503 | 904737.6549 | 115.8518106 | 7.80943906 | 7065493.581 |
| Weighted Average Fuel Economy | | | | | | | | | | 10.02028279 |
| | | | | | | | | | | |
| TULARE | 2028 | MCY | Aggregated | Aggregated | GAS | 9632.162233 | 62531.06947 | 1.645102286 | 38.0104447 | 2376833.758 |
| Weighted Average Fuel Economy | | | | | | | | | | 38.0104447 |
| | | | | | | | | | | |
| TULARE | 2028 | MH | Aggregated | Aggregated | GAS | 801.9109609 | 7291.458097 | 1.391960961 | 5.238263357 | 38194.57777 |
| TULARE | 2028 | MH | Aggregated | Aggregated | DSL | 509.9160188 | 3978.694297 | 0.388309084 | 10.24620454 | 40766.51556 |
| TULARE | 2028 | OBUS | Aggregated | Aggregated | GAS | 134.1242322 | 5615.136961 | 1.07538596 | 5.221508529 | 29319.48553 |
| TULARE | 2028 | OBUS | Aggregated | Aggregated | DSL | 136.3628056 | 9465.786392 | 1.081486004 | 8.752574102 | 82849.99682 |
| TULARE | 2028 | SBUS | Aggregated | Aggregated | GAS | 93.12572978 | 4355.457417 | 0.458880543 | 9.491484178 | 41339.75516 |
| TULARE | 2028 | SBUS | Aggregated | Aggregated | DSL | 484.9933028 | 15013.33067 | 1.77410944 | 8.462460281 | 127049.7144 |
| TULARE | 2028 | UBUS | Aggregated | Aggregated | GAS | 80.41065879 | 7250.013897 | 1.483175359 | 4.888170405 | 35439.30336 |
| TULARE | 2028 | UBUS | Aggregated | Aggregated | DSL | 24.20862518 | 2327.398767 | 0.238533101 | 9.757131204 | 22708.73513 |
| Weighted Average Fuel Economy | | | | | | | | | | 7.553140232 |

Operational Fuel Calculation—Project-generated Phase 1 Operational Trips (Page 2 of 2)

Total Operational VMT (Phase 1)

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|--------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 3,782.68 | 3,782.68 | 3,782.68 | 10,662,377 | 9,926,673 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 587.41 | 587.41 | 587.41 | 1,655,762 | 1,541,514 |
| Discount Club | 15,952.00 | 15,952.00 | 15,952.00 | 35,557,148 | 33,103,704 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 2,994.60 | 2,994.60 | 2,994.60 | 7,112,267 | 6,621,521 |
| Single Family Housing | 4,315.97 | 4,315.97 | 4,315.97 | 12,165,582 | 11,326,157 |
| Total | 27,632.67 | 27,632.67 | 27,632.67 | 67,153,135 | 62,519,569 |

| | |
|---|-------------------|
| | Annual VMT |
| | (miles) |
| Total VMT from Phase 1 Residential Land Uses | 22,794,343 |
| Total VMT from Phase 1 Non-residential Land Uses | 39,725,225 |
| Total VMT (Phase 1) | 62,519,569 |

By Vehicle Type

| | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Residential Land Uses (2028) | 0.515900 | 0.219200 | 0.168600 | 0.058200 | 0.000800 | 0.001000 | 0.007400 | 0.018700 | 0.000000 | 0.004400 | 0.002500 | 0.000700 | 0.002600 |
| Non-residential Land Uses (2028) | 0.538342 | 0.051819 | 0.168795 | 0.151588 | 0.026524 | 0.007013 | 0.012251 | 0.015932 | 0.000625 | 0.000467 | 0.022272 | 0.001337 | 0.003033 |

Phase 1 Residential Land Uses

| | Fraction of 1 | Percent of Vehicle Trips | Annual VMT | Average Fuel Economy (miles/gallon) | Average Daily Fuel Consumption (gallons) | Total Annual Fuel Consumption (gallons) |
|--|---------------|--------------------------|-------------------|-------------------------------------|--|---|
| Passenger Cars (LDA) | 0.5159 | 51.6 | 11,759,602 | 37.19 | 866.3 | 316,216 |
| Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV) | 0.4460 | 44.6 | 10,166,277 | 27.76 | 1003.4 | 366,247 |
| Light-Heavy to Heavy-Heavy Diesel Trucks | 0.0279 | 2.8 | 635,962 | 10.02 | 173.9 | 63,467 |
| Motorcycles | 0.0025 | 0.3 | 56,986 | 38.01 | 4.1 | 1,499 |
| Other | 0.0077 | 0.8 | 175,516 | 7.55 | 63.7 | 23,238 |
| Total | — | 100 | 22,794,343 | — | — | 770,667 |

Phase 1 Non-residential Land Uses

| | Fraction of 1 | Percent of Vehicle Trips | Annual VMT | Average Fuel Economy (miles/gallon) | Average Daily Fuel Consumption (gallons) | Total Annual Fuel Consumption (gallons) |
|--|---------------|--------------------------|-------------------|-------------------------------------|--|---|
| Passenger Cars (LDA) | 0.5383 | 53.8 | 21,385,757 | 37.19 | 1575.5 | 575,063 |
| Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV) | 0.3722 | 37.2 | 14,785,808 | 27.76 | 1459.4 | 532,668 |
| Light-Heavy to Heavy-Heavy Diesel Trucks | 0.0617 | 6.2 | 2,451,841 | 10.02 | 670.4 | 244,688 |
| Motorcycles | 0.0223 | 2.2 | 884,760 | 38.01 | 63.8 | 23,277 |
| Other | 0.0055 | 0.5 | 216,979 | 7.55 | 78.7 | 28,727 |
| Total | — | 100 | 39,725,225 | — | — | 1,404,423 |

| Phase 1 Summary | Annual VMT | Total Annual Fuel Consumption (gallons) |
|-----------------------------------|-------------------|---|
| Phase 1 Residential Land Uses | 22,794,343 | 770,667 |
| Phase 1 Non-residential Land Uses | 39,725,146 | 1,404,423 |
| Phase 1 Total | 62,519,489 | 2,175,089 |

Operational Fuel Calculation—Project-generated Phase 2 Operational Trips

California Air Resource Board (ARB). 2021. EMFAC2017 Web Database (v1.0.2). Website: <https://arb.ca.gov/emfac/2017/>.

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: County

Region: TULARE

Calendar Year: 2037

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

VMT = Vehicle Miles Traveled

FE = Fuel Economy

| | | | | <i>Given</i> | | | <i>Calculations</i> | | | |
|--------------------------------------|---------------|---------------|------------|--------------|------|-------------|---------------------|------------------|-------------|--------------------|
| Region | Calendar Year | Vehicle Class | Model Year | Speed | Fuel | Population | VMT | Fuel Consumption | FE | VMT*FE |
| TULARE | 2037 | LDA | Aggregated | Aggregated | GAS | 264402.4335 | 9473494.494 | 224.9019917 | 42.12276833 | 399049813.8 |
| TULARE | 2037 | LDA | Aggregated | Aggregated | DSL | 3163.839575 | 116064.5436 | 1.707860695 | 67.9590226 | 7887632.941 |
| Weighted Average Fuel Economy | | | | | | | | | | 42.4354702 |
| TULARE | 2037 | LDT1 | Aggregated | Aggregated | GAS | 26224.98331 | 872969.072 | 24.30694506 | 35.91438865 | 31352150.53 |
| TULARE | 2037 | LDT1 | Aggregated | Aggregated | DSL | 3.481949241 | 118.6811212 | 0.00335879 | 35.33448912 | 4193.536787 |
| TULARE | 2037 | LDT2 | Aggregated | Aggregated | GAS | 81662.58259 | 2748101.633 | 76.47668585 | 35.93384837 | 98749867.39 |
| TULARE | 2037 | LDT2 | Aggregated | Aggregated | DSL | 781.5605294 | 27347.40858 | 0.53629662 | 50.9930653 | 1394528.192 |
| TULARE | 2037 | MDV | Aggregated | Aggregated | GAS | 58060.01677 | 1835342.186 | 63.92263025 | 28.71193158 | 52696219.28 |
| TULARE | 2037 | MDV | Aggregated | Aggregated | DSL | 1947.720805 | 64542.81094 | 1.703503619 | 37.88827346 | 2445415.67 |
| Weighted Average Fuel Economy | | | | | | | | | | 33.63882228 |
| TULARE | 2037 | LHDT1 | Aggregated | Aggregated | GAS | 4744.121163 | 156885.1406 | 15.66992939 | 10.01186009 | 1570712.078 |
| TULARE | 2037 | LHDT1 | Aggregated | Aggregated | DSL | 5318.275786 | 163881.4344 | 7.667383067 | 21.37384202 | 3502775.888 |
| TULARE | 2037 | LHDT2 | Aggregated | Aggregated | GAS | 717.646436 | 22997.97939 | 2.659020174 | 8.649042834 | 198910.5088 |
| TULARE | 2037 | LHDT2 | Aggregated | Aggregated | DSL | 2077.464993 | 63018.33861 | 3.317296245 | 18.99689806 | 1197152.955 |
| TULARE | 2037 | MHDT | Aggregated | Aggregated | GAS | 518.6135387 | 26495.80657 | 4.493146302 | 5.896938312 | 156244.1369 |
| TULARE | 2037 | MHDT | Aggregated | Aggregated | DSL | 5160.394415 | 267647.291 | 23.62178649 | 11.33052706 | 3032584.873 |
| TULARE | 2037 | HHDT | Aggregated | Aggregated | GAS | 1.892837519 | 242.3093014 | 0.044126031 | 5.491300656 | 1330.593226 |
| TULARE | 2037 | HHDT | Aggregated | Aggregated | DSL | 7490.26245 | 1019120.402 | 111.8454232 | 9.111865046 | 9286087.568 |
| Weighted Average Fuel Economy | | | | | | | | | | 11.01315063 |
| TULARE | 2037 | MCY | Aggregated | Aggregated | GAS | 10211.1225 | 63600.87992 | 1.670489699 | 38.07319492 | 2421488.698 |
| Weighted Average Fuel Economy | | | | | | | | | | 38.07319492 |
| TULARE | 2037 | MH | Aggregated | Aggregated | GAS | 711.728796 | 6874.880264 | 1.175642054 | 5.847766536 | 40202.69474 |
| TULARE | 2037 | MH | Aggregated | Aggregated | DSL | 453.3677715 | 3522.795843 | 0.313925183 | 11.22176887 | 39532.00073 |
| TULARE | 2037 | OBUS | Aggregated | Aggregated | GAS | 134.21342 | 5551.943156 | 0.954097558 | 5.819051847 | 32307.04508 |
| TULARE | 2037 | OBUS | Aggregated | Aggregated | DSL | 156.0999095 | 10577.07478 | 1.101854815 | 9.599336173 | 101532.8966 |
| TULARE | 2037 | SBUS | Aggregated | Aggregated | GAS | 106.0752526 | 4725.209426 | 0.460960635 | 10.25078731 | 48437.11683 |
| TULARE | 2037 | SBUS | Aggregated | Aggregated | DSL | 438.1702642 | 13744.60968 | 1.415993312 | 9.706691097 | 133414.6804 |
| TULARE | 2037 | UBUS | Aggregated | Aggregated | GAS | 90.15728306 | 8128.792438 | 1.496279514 | 5.432669741 | 44161.04471 |
| TULARE | 2037 | UBUS | Aggregated | Aggregated | DSL | 27.14296719 | 2609.50417 | 0.26676866 | 9.781899316 | 25525.90705 |
| Weighted Average Fuel Economy | | | | | | | | | | 8.345114806 |

Operational Fuel Calculation—Project-generated Phase 2 Operational Trips (Page 2 of 2)

Total Operational VMT (Phase 2)

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|----------------------------|-------------------------|------------------|------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 2,104.36 | 2,104.36 | 2,104.36 | 5,931,629 | 5,522,347 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Condo/Townhouse | 4,305.54 | 4,305.54 | 4,305.54 | 12,136,186 | 11,298,789 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 912.33 | 912.33 | 912.33 | 2,166,820 | 2,017,309 |
| Single Family Housing | 9,290.03 | 9,290.03 | 9,290.03 | 26,186,114 | 24,379,272 |
| Total | 16,612.26 | 16,612.26 | 16,612.26 | 46,420,749 | 43,217,718 |

| | |
|---|---------------------------|
| | Annual VMT (miles) |
| Total VMT from Phase 2 Residential Land Uses | 41,200,409 |
| Total VMT from Phase 2 Non-residential Land Uses | 2,017,309 |
| Total VMT (Phase 2) | 43,217,718 |

By Vehicle Type

| | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Residential Land Uses (2037) | 0.490700 | 0.234100 | 0.171000 | 0.061800 | 0.000900 | 0.001000 | 0.007800 | 0.020200 | 0.000000 | 0.004400 | 0.003000 | 0.001100 | 0.004000 |
| Non-residential Land Uses (2037) | 0.566037 | 0.053928 | 0.171863 | 0.128800 | 0.021167 | 0.005843 | 0.011645 | 0.015297 | 0.000591 | 0.000459 | 0.020777 | 0.001148 | 0.002445 |

Phase 2 Residential Land Uses

| | Fraction of 1 | Percent of Vehicle Trips | Annual VMT | Average Fuel Economy (miles/gallon) | Average Daily Fuel Consumption (gallons) | Total Annual Fuel Consumption (gallons) |
|--|---------------|--------------------------|-------------------|-------------------------------------|--|---|
| Passenger Cars (LDA) | 0.4907 | 49.1 | 20,217,040 | 42.44 | 1305.3 | 476,418 |
| Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV) | 0.4669 | 46.7 | 19,236,471 | 33.64 | 1566.7 | 571,853 |
| Light-Heavy to Heavy-Heavy Diesel Trucks | 0.0299 | 3.0 | 1,231,892 | 11.01 | 306.5 | 111,856 |
| Motorcycles | 0.0030 | 0.3 | 123,601 | 38.07 | 8.9 | 3,246 |
| Other | 0.0095 | 1.0 | 391,404 | 8.35 | 128.5 | 46,902 |
| Total | — | 100 | 41,200,409 | — | — | 1,210,277 |

Phase 2 Non-residential Land Uses

| | Fraction of 1 | Percent of Vehicle Trips | Annual VMT | Average Fuel Economy (miles/gallon) | Average Daily Fuel Consumption (gallons) | Total Annual Fuel Consumption (gallons) |
|--|---------------|--------------------------|------------------|-------------------------------------|--|---|
| Passenger Cars (LDA) | 0.5660 | 56.6 | 1,141,872 | 42.44 | 73.7 | 26,908 |
| Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV) | 0.3546 | 35.5 | 715,320 | 33.64 | 58.3 | 21,265 |
| Light-Heavy to Heavy-Heavy Diesel Trucks | 0.0540 | 5.4 | 108,838 | 11.01 | 27.1 | 9,883 |
| Motorcycles | 0.0208 | 2.1 | 41,914 | 38.07 | 3.0 | 1,101 |
| Other | 0.0046 | 0.5 | 9,366 | 8.35 | 3.1 | 1,122 |
| Total | — | 100 | 2,017,309 | — | — | 60,279 |

Phase 2 Summary

| | Annual VMT | Total Annual Fuel Consumption (gallons) |
|-----------------------------------|-------------------|---|
| Phase 2 Residential Land Uses | 41,200,409 | 1,210,277 |
| Phase 2 Non-residential Land Uses | 2,017,309 | 60,279 |
| Phase 2 Total | 43,217,718 | 1,270,556 |

Project Operations Natural Gas Use

Source: CalEEMod Output

kBTU/yr = kilo-British Thermal Units/year

| Phase 1 | Natural Gas Use (kBTU/yr) |
|-------------------------------------|---------------------------|
| Apartments Low Rise | 9,446,530 |
| City Park | 0 |
| Condo/Townhouse | 1,041,920 |
| Discount Club | 906,955 |
| Other Asphalt Surfaces | 0 |
| Parking Lot | 0 |
| Regional Shopping Center | 157,635 |
| Single Family Housing | 12,000,300 |
| Phase 1 Total | 23,553,340 kBTU/yr |
| | |
| Phase 2 | Natural Gas Use (kBTU/yr) |
| Apartments Low Rise | 5,255,240 |
| City Park | 0 |
| Condo/Townhouse | 7,636,960 |
| Other Asphalt Surfaces | 0 |
| Other Non-Asphalt Surfaces | 0 |
| Parking Lot | 0 |
| Regional Shopping Center | 48,025 |
| Single Family Housing | 25,830,400 |
| Phase 2 Total | 38,770,625 kBTU/yr |
| | |
| Summary | Natural Gas Use (kBTU/yr) |
| Phase 1 | 23,553,340 |
| Phase 2 | 38,770,625 |
| Total Project (Phases 1 + 2) | 62,323,965 |

Project Operations Electricity Use

Source: CalEEMod Output

kWh/yr = kilowatt hours per year

| Phase 1 | Electricity Use (kWh/yr) |
|--------------------------|--------------------------|
| Apartments Low Rise | 2,415,610 |
| City Park | 0 |
| Condo/Townhouse | 448,510 |
| Discount Club | 1,579,550 |
| Other Asphalt Surfaces | 0 |
| Parking Lot | 298,364 |
| Regional Shopping Center | 274,536 |
| Single Family Housing | 4,009,170 |
| Phase 1 Total | 9,025,740 kWh/yr |

| Phase 2 | Electricity Use (kWh/yr) |
|----------------------------|--------------------------|
| Apartments Low Rise | 1,343,840 |
| City Park | 0 |
| Condo/Townhouse | 3,287,430 |
| Other Asphalt Surfaces | 0 |
| Other Non-Asphalt Surfaces | 0 |
| Parking Lot | 243,021 |
| Regional Shopping Center | 83,640 |
| Single Family Housing | 8,629,640 |
| Phase 2 Total | 13,587,571 kWh/yr |

| Summary | Electricity Use (kWh/yr) |
|-------------------------------------|--------------------------|
| Phase 1 | 9,025,740 |
| Phase 2 | 13,587,571 |
| Total Project (Phases 1 + 2) | 22,613,311 |

Water Supply, Treatment, and Conveyance and Wastewater Treatment

Water Usage

| | Mgal/yr | Intensity Factor Supply (kWhr/Mgal) | Intensity Factor Treat (kWhr/Mgal) | Intensity Factor Distribute (kWhr/Mgal) | Intensity Factor WW Treatment (kWhr/Mgal) | Total Intensity (kWhr/Mgal) | Electricity Usage kWh/Yr |
|-------------------------------------|--------------------|--|--|--|--|-----------------------------------|-----------------------------|
| Phase 1 | | | | | | | |
| Indoor Water Usage | | | | | | | |
| Apartments Low Rise | 38.18025901 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 206,593 |
| City Park | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Condo/Townhouse | 5.92901633 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 32,082 |
| Discount Club | 11.89012115 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 64,337 |
| Other Asphalt Surfaces | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Parking Lot | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Regional Shopping Center | 2.06662335 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 11,182 |
| Single Family Housing | 32.90278294 | | | | | | |
| Phase 1 Indoor Total | 90.96880278 | — | | | | | 314,195 |
| Outdoor Water Usage | | | | | | | |
| Apartments Low Rise | 24.07016329 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 130,244 |
| City Park | 4.17018472 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 22,565 |
| Condo/Townhouse | 3.73785812 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 20,226 |
| Discount Club | 7.28749361 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 39,433 |
| Other Asphalt Surfaces | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Parking Lot | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Regional Shopping Center | 1.26664012 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 6,854 |
| Single Family Housing | 20.74305881 | | | | | | |
| Phase 1 Outdoor Total | 61.27539867 | | | | | | 219,320 |
| Phase 1 Total | 152.2442015 | — | — | — | — | — | 533,516 |
| Phase 2 | | | | | | | |
| Indoor Water Usage | | | | | | | |
| Apartments Low Rise | 21.24021235 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 114,931 |
| City Park | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Condo/Townhouse | 43.45773509 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 235,150 |
| Other Asphalt Surfaces | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Other Non-Asphalt Surfaces | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Parking Lot | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Regional Shopping Center | 0.62961643 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 3,407 |
| Single Family Housing | 70.82242585 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 383,220 |
| Phase 2 Indoor Total | 136.1499897 | | | | | | 736,708 |
| Outdoor Water Usage | | | | | | | |
| Apartments Low Rise | 13.39056866 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 72,456 |
| City Park | 16.79988703 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 90,904 |
| Condo/Townhouse | 27.39726777 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 148,247 |
| Other Asphalt Surfaces | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Other Non-Asphalt Surfaces | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Parking Lot | 0 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 0 |
| Regional Shopping Center | 0.38589394 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 2,088 |
| Single Family Housing | 44.64892064 | 2,117 | 111 | 1,272 | 1,911 | 5,411 | 241,595 |
| Phase 2 Outdoor Total | 102.622538 | | | | | | 555,291 |
| Phase 2 Total | 238.7725278 | — | — | — | — | — | 1,291,998 |
| Summary | | | | | | | |
| | Mgal/yr | Electricity Use (kWh/yr) | | | | | |
| Phase 1 | 152.2 | 533,516 | | | | | |
| Phase 2 | 238.8 | 1,291,998 | | | | | |
| Total Project (Phases 1 + 2) | 391.0 | 1,825,514 | | | | | |