



Appendix F

Energy Analysis Technical Memorandum

MEMORANDUM

To: Lockhart Solar PV II, LLC

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Date: September 22, 2021

Subject: Lockhart Solar PV II Project – Energy Analysis Technical Memorandum

PURPOSE

The purpose of this memorandum is to evaluate potential short-term construction and long-term operational energy consumption impacts as a result of the Lockhart Solar PV II Project (Project), located in unincorporated Hinkley, California.

PROJECT LOCATION

The Project Site is located in unincorporated Hinkley, California, approximately 7 miles north of the intersection of Harper Lake Road and Mojave-Barstow Highway 58. The Project Site is bordered on the south by the existing Solar Energy Generating System (SEGS) VIII and IX Solar Thermal Power Plants, which the County of San Bernardino (County) approved for repowering to photovoltaic (PV) solar and battery storage in 2019 as part of the Lockhart Solar I Facility (CUP Project #201900125 approved in 2019); Harper Lake Road to the east; Hoffman Road to the West; and vacant land to the north.

EXISTING SITE CONDITIONS

The Project Site consists of area within three parcels, each of which contain vacant, previously disturbed land or miscellaneous concrete foundations, various electrical lines and poles, as well as existing facilities within the Shared Facilities Area. The Project is largely sited on land previously approved by the California Energy Commission (CEC) for development of SEGS X, a solar thermal power facility for which construction was initiated but was never completed. The Project Site has been subject to near complete surface disturbance associated with past agricultural use, grading during initial construction of the SEGS X facility, as well as construction of the shared facilities area for the existing SEGS VIII and IX Solar Thermal Power Plants. Approximately 600-acres were identified for the SEGS X power plant including land for associated facilities to be shared with the two adjacent solar thermal power plants (SEGS VIII and IX). Prior to work stoppage, several concrete foundations for the power block as well as concrete foundations for solar racking had been installed in the central and southwest portions of the Project Site.

PROJECT DESCRIPTION

The Project includes the development of a utility scale, solar PV electricity generation and energy storage facility that would produce up to 150 megawatts (MW) of solar energy and include up to 4 gigawatt hours (GWh) of energy storage capacity rate in a battery energy storage system (BESS). Development includes demolition of existing SEGS X concrete foundations (as needed) to allow for construction of Project facilities. Concrete from SEGS X foundations would be demolished and exported from the site for proper disposal at a licensed landfill.

The Project is bordered on the south by the approved Lockhart Solar I Facility and the existing SEGS VIII and IX Solar Thermal Plants. The Project would share existing operations and maintenance (O&M) facilities with the Lockhart Solar I Facility (i.e., O&M building, warehouse and employee building), water and septic systems, switchyard and electrical transmission infrastructure, and a new collector substation (approved and to be constructed) within the Shared Facilities Area to connect the Project to the existing 13.8-mile transmission line which runs to the Southern California Edison (SCE)-owned Kramer Junction substation. The Shared Facility Area includes the already approved BESS for Lockhart Solar I (County permitted), BESS for SEGS IX (CEC permitted), and the new BESS for the Project, as these facilities are integral to the collector substation. In addition, the already approved collector substation and the existing switchyard located within the Shared Facilities Area will be upgraded, as necessary. The Project is subject to conditional use permit (CUP) approval from the County.

Project construction is anticipated to be completed over a period of approximately 14 months. Project construction activities generally fall into three main categories: (1) site preparation, (2) system installation, and (3) testing, commissioning, and cleanup.

Typical O&M activities during Project operations include, but are not limited to, facility monitoring; administration and reporting; remote operations of inverters, BESS system and other equipment; site security and management; communication protocol; repair and maintenance of solar facilities, electrical transmission lines, and other Project facilities; and periodic solar panel washing.

At the end of the Project's operational term, the Applicant may determine that the Project Site should be decommissioned and deconstructed, or it may seek an extension of its CUP(s). The Applicant would work with the County to ensure decommissioning of the Project after its productive lifetime complies with all applicable local, State, and federal requirements and best management practices (BMPs). Equipment would be de-energized prior to removal, salvaged (where possible), placed in appropriate shipping containers, and secured in a truck transport trailer for shipment off site to be recycled or disposed of at an appropriately licensed disposal facility. Site infrastructure would be removed, including the fences and the concrete pads that may support the inverters, transformers, and related equipment. The exterior fencing and gates would be removed, and materials would be recycled to the extent feasible. Project roads would be restored to their pre-construction condition to the extent feasible, unless the landowner elects to retain the improved roads for access throughout the property. The area would be thoroughly cleaned, and all debris removed.

ENERGY CONSERVATION

In 1975, largely in response to the oil crisis of the 1970s, the California State Legislature adopted Assembly Bill 1575 (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop

energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code (PRC) Section 21100(b)(3) to require Environmental Impact Reports (EIRs) to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the California Natural Resources Agency created Appendix F, *Energy Conservation*, in the State’s *California Environmental Quality Act Guidelines* (CEQA Guidelines). CEQA Guidelines Appendix F is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy.

In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines. New CEQA Guidelines Section 15126.2(b) treats “wasteful, inefficient, or unnecessary” energy consumption as a significant environmental impact. As a result, energy thresholds have been incorporated into Appendix G, *Environmental Checklist Form*, of the CEQA Guidelines. This technical memorandum has been prepared to assess the Project’s energy impacts in accordance with Appendix G of the CEQA Guidelines.

EXISTING SETTING

Electricity Services

The Project includes development of a utility scale solar PV electricity generation and energy storage facility that would be connected to the existing transmission line which runs from the Project Site to the SCE owned Kramer Junction substation. Natural gas would not be consumed during Project construction or operational activities. The Shared Facilities Area includes an existing reverse osmosis and demineralizing system (RODS) to purify the brackish groundwater before use of at the existing SEGS VIII and IX facilities. The process requires highly efficient electric pumps to force the water through the membranes. Currently, the RODS operates continuously, on an as-needed basis, up to approximately 18 hours per day.

Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California’s electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, electricity generation is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatts (MW). Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in kilowatt-hours (kWh), megawatt-hours (MWh), or gigawatt-hours (GWh).

Energy Usage

Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 7,966.6 trillion BTUs in 2018 (the most recent year for which this specific data is available), which

equates to an average of 202 million BTUs per capita.¹ Of California’s total energy usage, the breakdown by sector is 39.8 percent transportation, 23.2 percent industrial, 18.9 percent commercial, and 18.1 percent residential.² Electricity in California is generally consumed by stationary users such as residences, commercial, and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2020, taxable gasoline sales (including aviation gasoline) in California accounted for 14,008,219,800 gallons of gasoline.³ The electricity consumption attributable to the County from 2010 to 2019 is shown in Table 1, *Electricity Consumption in San Bernardino County 2010-2019*. As indicated in Table 1, energy consumption in the County rose until 2018 but has decreased overall from 2018 to 2019.

Table 1
Electricity Consumption in San Bernardino County 2010-2019

Year	Electricity Consumption (in millions of kilowatt hours)
2010	13,482
2011	13,730
2012	14,350
2013	14,375
2014	14,733
2015	14,732
2016	14,947
2017	15,283
2018	15,372
2019	14,987

Source: California Energy Commission, *Electricity Consumption by County*, <http://www.ecdms.energy.ca.gov/>, accessed April 29, 2021.

Automotive fuel consumption in the County from 2011 to 2021 is shown in Table 2, *Automotive Fuel Consumption in San Bernardino County 2011-2021*. As shown in Table 2, on-road automotive fuel consumption in the County declined from 2011 to 2012, increased from 2012 to 2016, and has been declining since. Heavy-duty vehicle fuel consumption dropped in 2012 and has steadily risen since 2012.

¹ U.S. Energy Information Administration, *Table F33: Total Energy Consumption, Price, and Expenditure Estimates, 2018*, https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_te.html&sid=CA, accessed April 30, 2021.

² Ibid.

³ California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons (Including Aviation Gasoline)*, <https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm>, accessed April 30, 2021.

Table 2
Automotive Fuel Consumption in San Bernardino County 2011-2021

Year	On-Road Automotive Fuel Consumption (gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Construction Equipment) (gallons)
2011	966,626,072	182,208,363
2012	958,384,115	181,152,949
2013	961,604,643	190,262,486
2014	976,226,347	195,888,495
2015	1,011,523,234	197,223,020
2016	1,046,227,304	210,181,781
2017	1,027,824,927	212,595,627
2018	1,008,930,484	215,879,515
2019	988,074,005	218,163,692
2020	970,868,222	219,579,730
2021 (projected)	954,663,081	220,859,813

Source: California Air Resources Board, *EMFAC2017 v1.0.2.*, <https://www.arb.ca.gov/emfac/2017/>, accessed May 7, 2021.

REGULATORY SETTING

Federal

Corporate Average Fuel Standards. Established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA) jointly administer the CAFE standards.⁴ The U.S. Congress has specified that CAFE standards must be set at the “maximum feasible level” with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by USEPA and NHTSA. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type. USEPA and NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.⁵

Additionally, the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule was issued on March 31, 2020 by NHTSA and USEPA and set fuel economy and carbon dioxide standards that increase 1.5 percent in

⁴ National Highway Traffic Safety Administration (NHTSA). 2021. *Corporate Average Fuel Economy*, <https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy>, accessed August 13, 2021.

⁵ United States Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA). 2016. *Federal Register / Vol. 81, No. 206 / Tuesday, October 25, 2016 / Rules and Regulations. Final Rule for greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and heavy-Duty Engines and Vehicles – Phase 2*, <https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf>, accessed August 13, 2021.

stringency each year from model years 2021 to 2026. Under this rule the projected overall industry average required fuel economy in model years 2021 to 2026 is 40.4 miles per gallon.⁶

Energy Independence and Security Act of 2007. Signed into law in December 2007, the Energy Independence and Security Act was passed to increase the production of clean renewable fuels; increase the efficiency of products, buildings, and vehicles; improve the energy performance of the federal government; and increase U.S. energy security, develop renewable fuel production, and improve vehicle fuel economy. The Energy Independence and Security Act included the first increase in fuel economy standards for passenger cars since 1975, and also included a new energy grant program for use by local governments in implemented energy-efficiency initiatives, as well as a variety of green building incentives and programs.

State

California's Renewables Portfolio Standard. First established in 2002 under SB 1078, California's RPS requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030.

In 2018, SB 100 further increased California's RPS and required retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by the end of 2024, 52 percent by the end of 2027, and 60 percent by the end of 2030; and that the California Air Resources Board (CARB) should plan for 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045. The CPUC and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.

Senate Bill 350 and Senate Bill 100. The Clean Energy and Pollution Reduction Act (Senate Bill [SB] 350) established clean energy, clean air, and greenhouse gas (GHG) reduction goals, including reducing GHG to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050. This objective will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal and others to achieve 50 percent by 2030.

SB 350 also requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help meet these goals and reduce GHG emissions, large utilities will be required to develop and submit integrated resource plans. These plans detail how utilities will meet their customers' resource needs, reduce GHG emissions, and ramp up the use of clean energy resources.

SB 350 also transforms the California Independent System Operator, a nonprofit public corporation, into a regional organization, contingent upon approval from the Legislature. The bill also authorizes utilities to undertake transportation electrification.

In 2018, California adopted SB 100 (Chapter 312, Statutes of 2018), which requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible

⁶ National Highway Traffic Safety Administration (NHTSA). 2020. SAFE: The Safer Affordable Fuel-Efficient "SAFE" Vehicles Rule, <https://www.nhtsa.gov/corporate-average-fuel-economy/safe>, accessed September 2, 2021.

renewable energy resources so that the total kilowatt-hours (kWh) 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; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. The bill requires the California Public Utilities Commission (CPUC), CEC, State board, and all other State agencies to incorporate that policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of the policy.

California Public Utilities Commission Energy Efficiency Strategic Plan. The CPUC prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in greenhouse gases. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the four big bold strategies:

1. All new residential construction in California will be zero net energy by 2020.
2. All new commercial construction in California will be zero net energy by 2030.
3. Heating, ventilation and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate.
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report. In 2002, the California State legislature adopted SB 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the *2020 Integrated Energy Policy Report Update (2020 IEPR Update) Volume I and Volume III* on March 17, 2021, and Volume II on April 14, 2021.⁷ The 2020 IEPR Update provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs.⁸ The year of 2020 was unprecedented as the State continues to face the impacts and repercussions of several events including the COVID-19 pandemic, electricity outages, and statewide wildfires. In response to these challenging events, the 2020 IEPR Update covers a broad range of topics, including transportation, microgrids, and the *California Energy Demand Forecast*.

⁷ California Energy Commission, *2020 Integrated Energy Policy Report Update Schedule*, March 25, 2021, https://www.energy.ca.gov/sites/default/files/2021-03/Workshop%20Schedule%20for%20Web%203.25.21_Updated_ADA.pdf.

⁸ California Energy Commission, *Final 2020 Integrated Energy Policy Report Update, Volume I: Blue Skies, Clean Transportation*, March 2021, <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update-0>.

Volume I of the 2020 IEPR Update focuses on California’s transportation future and the transition to zero-emission vehicles, Volume II examines microgrids, lessons learned from a decade of State-supported research, and stakeholder feedback on the potential of microgrids to contribute to a clean and resilient energy system, and Volume III reports on California’s energy demand outlook, updated to reflect the global pandemic and help plan for a growth in zero-emission plug in electric vehicles.⁹ Overall, the 2020 IEPR Update identifies actions the State and others can take that would strengthen energy resiliency, reduce GHG emissions that cause climate change, improve air quality, and contribute to a more equitable future.

California Health and Safety Code (HSC), Division 25.5/California Global Warming Solutions Act of 2006.

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California HSC, Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. Under HSC Division 25.5, CARB has the primary responsibility for reducing the State’s GHG emissions; however, AB 32 also tasked the CEC and the CPUC with providing information, analysis, and recommendations to CARB regarding strategies to reduce GHG emissions in the energy sector.

In 2016, SB 32 and its companion bill AB 197 amended HSC Division 25.5, established a new climate pollution reduction target of 40 percent below 1990 levels by 2030, and included provisions to ensure that the benefits of state climate policies reach into disadvantaged communities.

Low Carbon Fuel Standard. The Low Carbon Fuel Standard (LCFS), established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products, starting with 0.25 percent in 2011 and culminating in a 10-percent total reduction in 2020. Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products, or buy LCFS credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas and hydrogen.

CARB’s Advanced Clean Car Program. The Advanced Clean Cars emissions-control program was approved by CARB in 2012. The program requires a greater number of zero-emission vehicle models for years 2015 through 2025 to control smog, soot, and GHG emissions. This program includes the Low-Emissions Vehicle (LEV) regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and the Zero-Emissions Vehicle regulations (ZEV) to require manufactures to produce an increasing number of pure ZEV’s (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles (PHEV) between 2018 and 2025.

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions (Title 13 California Code of Regulations [CCR] Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

⁹ Ibid.

Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles. In addition to limiting exhaust from idling trucks, in 2008, CARB approved the Truck and Bus regulation to reduce nitrous oxides (NO_x), PM₁₀, and PM_{2.5} emissions from existing diesel vehicles operating in California (13 CCR Section 2025). The phased regulation aims to reduce emissions by requiring installation of diesel soot filters and encouraging the retirement, replacement, or retrofit of older engines with newer emission-controlled models. The phasing of this regulation has full implementation by 2023.

CARB also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The In-Use Off-Road Diesel-Fueled Fleets regulation adopted by CARB on July 26, 2007 aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR Section 2449). The compliance schedule requires full implementation by 2023 in all equipment for large and medium fleets and by 2028 for small fleets.

While the goals of these measures are primarily to reduce public health impacts from diesel emissions, compliance with the regulation has shown an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines.

Local

San Bernardino County

San Bernardino County Policy Plan

The County adopted the *County Policy Plan* (Policy Plan) in October 2020. The Policy Plan provides an update of the County's General Plan addressing physical, social and economic issues facing the unincorporated portions of the County. The Policy Plan also provides an expansion of the County's General Plan to address supportive service for adults and children, healthcare service, public safety, and other regional county services provided to both incorporated and unincorporated areas.

The County can best serve the communities, businesses, institutions, and visitors by focusing new development in and around cities, towns, and communities with access to infrastructure and service, while preserving natural open spaces. The County's abundant natural resources are integral to the quality of life, community identities, and economic success. Appropriately managed, they provide safe air and water for the people and the environment, improve the health of the residents and workers, attract visitors from around the world, and sustain the productivity of our local and national economies. The Natural Resources Element, Hazard Element, and Infrastructure & Utilities Element of the Policy Plan identify the goals and policies to pursue sustainability and energy conservation. The following goals and policies are applicable to the Project:

Land Use Element

Goal LU-5 Military Mission

The federal government maintains and invests in military facilities and operations in the county to further the mission of national defense, thereby generating employment opportunities for residents and commercial opportunities for business in the county.

Policy LU-5.4 **Ranged activities and projects.** We require activities and projects that can exert impacts beyond project boundaries, such as renewable energy facilities, wireless communication systems, and unmanned aircraft systems, to coordinate with military installations in preliminary planning and throughout the project's construction stages and long-term operation.

Natural Resources Element

Goal NR-1 Air Quality

Air quality that promotes health and wellness of residents in San Bernardino County through improvements in locally-generated emissions.

Policy NR-1.8 **Construction and operations.** We invest in County facilities and fleet vehicles to improve energy efficiency and reduce emissions. We encourage County contractors and other builders and developers to use low-emission construction vehicles and equipment to improve air quality and reduce emissions.

Infrastructure & Utilities Element

Goal IU-5 Power and Communications

Unincorporated area residents and businesses have access to reliable power and communication systems.

Policy IU-5.1 **Electricity and natural gas service.** We partner with other public agencies and providers to improve the availability and stability of electricity and natural gas service in unincorporated communities.

Policy IU-5.4 **Electric transmission lines.** We support the maintenance of existing and development of new electric transmission lines along existing rights-of-way and easements to maintain the stability and capacity of the electric distribution system in southern California.

Policy IU-5.5 **Energy and fuel facilities.** We encourage the development and upgrade of energy and regional fuel facilities in areas that do not pose significant environmental or public health and safety hazards, and in a manner that is compatible with military operations and local community identity.

Renewable Energy Element

RE Policy 1.1 Energy Conservation and Efficiency. Continue implementing the energy conservation and efficiency measures identified in the County of San Bernardino Greenhouse Gas Emissions Reduction plan.

RE Policy 2.1.1 Renewable Energy Standards. Utilize renewable energy development standards in the Development Code to minimize impacts on surrounding properties.

RE Policy 2.2 Energy Storage Technologies. The use of energy storage technologies that are appropriate should be used.

RE Policy 2.3 Emerging and Experimental Technologies. The use of feasible emerging and experimental renewable energy technologies that are compatible with County regulatory standards are encouraged to be used.

County of San Bernardino Greenhouse Gas Emissions Reduction Plan. In August 2007, the Board of Supervisors launched Green County San Bernardino to spur the use of “green” technologies and building practices among residents, business owners, and developers in the County. The County Board of Supervisors also directed the Land Use Services Department to prepare a GHG Reduction Plan to provide a framework and strategy for the County’s efforts. This GHG Reduction Plan was completed in September 2011 and the GHG Development Review Processes were updated in March 2015 to bring the Plan up to date. This GHG Plan presents a comprehensive set of actions to reduce the County’s internal and external GHG emissions to 15 percent below current levels to be consistent with the AB 32 Scoping Plan. The GHG Reduction Plan also identifies specific objectives to reduce GHG emissions. Some of the goals to achieve these objectives come in the form of promoting the use of energy efficient technologies, increasing the use of renewable energies within the County, and providing incentives to retrofit energy inefficient buildings to be more energy efficient. The objectives of the GHG Reduction Plan are as follows:

- Reduce emissions from activities over which the County has jurisdictional and operational control consistent with the target reductions of Assembly Bill (AB) 32 Scoping Plan;
- Provide estimated GHG reductions associated with the County’s existing sustainability efforts and integrate the County’s sustainability efforts into the discrete actions of this Plan;
- Provide a list of discrete actions that will reduce GHG emissions; and
- Approve a GHG Plan that satisfies the requirements of Section 15183.5 of the California Environmental Quality Act (CEQA) Guidelines, so that compliance with the GHG Plan can be used in appropriate situations to determine the significance of a project’s effects relating to GHG emissions, thus providing streamlined CEQA analysis of future projects that are consistent with the approved GHG Plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) THRESHOLDS

In accordance with the CEQA Guidelines, project impacts are evaluated to determine whether significant adverse environmental impacts would occur. This analysis will focus on the Project’s potential impacts and provide mitigation measures, if required, to reduce or avoid potentially significant impacts that are identified. According to Appendix G of the CEQA Guidelines, a project would have a significant impact related to energy, if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or

- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

Appendix F of the CEQA Guidelines is an advisory document that assists environmental document preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Impact Statement EN-1 relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1:** The project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- **Criterion 2:** The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3:** The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4:** The degree to which the project complies with existing energy standards.
- **Criterion 5:** The effects of the project on energy resources.
- **Criterion 6:** The project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The discussion on the Project’s energy usage addresses **Criterion 1**. The discussion on construction-related energy use focuses on **Criteria 2, 4, and 5**. The discussion on operational energy use is divided into transportation energy demand and building energy demand; the transportation energy demand analysis discusses **Criteria 2, 4, and 6**, while the operational energy demand and generation analysis discusses **Criteria 2, 3, 4, and 5**.

IMPACT ANALYSIS

EN-1 WOULD THE PROJECT RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES?

This analysis focuses on two sources of energy that are relevant to the Project: electricity and transportation fuel for vehicle trips and off-road equipment associated with Project construction and operations. It should be noted that the Project would not consume natural gas during construction or operations. The analysis of operational electricity is based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) modeling results for the Project. The Project’s estimated electricity consumption is based primarily on CalEEMod’s default settings for the County, and consumption factors provided by SCE, who is the electricity provider for the Project Site. The results of the CalEEMod and energy consumption modeling are included in Appendix A, Energy Data. The amount of operational fuel consumption was estimated using the California Air Resources Board (CARB) Emissions Factor 2017 (EMFAC2017) computer program which provides projections for typical daily fuel (i.e., diesel and gasoline)

usage in San Bernardino County, and the Project’s annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the Project’s construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

The Project’s estimated operational energy consumption is summarized in Table 3, *Estimated Project and Countywide Energy Consumption*. During Project operations, electricity usage required (i.e., for BESS HVAC units, communications equipment, lighting and typical operations and maintenance activities) would be minimal and sufficiently offset by electricity produced by the Project. Based on SEGS met station information provided by the Applicant, the average daily solar radiation at the Project Site for 150 MW solar PV with thin film and single-axis tracking is equivalent to approximately 8.75 kWh per square meter per day.¹⁰ Therefore, the Project would generate an estimated 465,700 MWh of electricity per year. Over the anticipated approximately 30-year operational life of the Project, the Project would be expected to generate an estimated 13,971,000 MWh of electricity. Thus, electricity generated by the Project would replace electricity generated from burning fossil fuels by approximately 465,700 MWh electricity per year, thus lowering overall GHG emissions. Further, as shown in Table 3, the Project’s construction and operational vehicle fuel consumption would increase San Bernardino County’s consumption by 0.1329 percent and less than 0.01 percent, respectively (**Criterion 1**); refer to Table 3.

**Table 3
Estimated Project and Countywide Energy Consumption**

Energy Type	Estimated Project Annual Energy Consumption ¹	San Bernardino County Annual Energy Consumption ²	Percentage Increase Countywide ²
Fuel Consumption			
• Construction Fuel Consumption ³	293,555 gallons	220,859,813 gallons	0.1329%
• Operational Automotive Fuel Consumption ³	27.27 gallons	954,663,081 gallons	<0.0001%
Notes:			
1. As modeled in CalEEMod version 2016.3.2.			
2. Electricity consumption during Project operations is compared to the total consumption in San Bernardino County in 2019. The Project increases in construction and operational fuel consumption are compared with the projected Countywide heavy-duty vehicle/diesel fuel consumption and on-road automotive fuel consumption in 2021. San Bernardino County electricity consumption data source: California Energy Commission, <i>Electricity Consumption by County</i> , http://www.ecdms.energy.ca.gov/ , accessed April 29, 2021.			
3. Project fuel consumption estimated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2017 model.			
Refer to Appendix A for assumptions used in this analysis.			

Construction-Related Energy Consumption

Project construction would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Overall, it is acknowledged that the electricity required to construct the Project is anticipated to be negligible and would be sufficiently offset by electricity produced by the Project. Since the Project would have a net positive effect on electricity consumption and will offset electricity consumption, the discussion below focuses on fossil fuel consumption during Project construction.

¹⁰ Based on 2019 performance data provided by Project Applicant.

Fuel for construction vehicles and other energy-consuming equipment would be used during Project construction, which would include site preparation (demolition and grading), system installation (construction), and testing, commissioning, and cleanup. Fuel consumed during Project construction would be temporary and would not represent a significant demand on energy resources. Natural gas is not anticipated to be required during construction of the Project. Fuels used for construction would primarily consist of diesel and gasoline.

Project construction is anticipated to be completed over a period of approximately 14 months. Thus, fuel consumed during Project construction would be temporary and would not represent a significant demand on energy resources. Petroleum fuels would be consumed throughout construction of the Project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, and VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty construction equipment associated with construction and decommissioning activities, and haul trucks involved in relocating dirt around the Project Site would rely on diesel fuel. Construction workers would travel to and from the Project Site throughout construction. It is assumed that construction workers would travel to and from the Project Site in gasoline-powered vehicles.

As shown in [Table 3](#), the Project's construction fuel consumption would be approximately 293,555 gallons per year, which would constitute a nominal (approximately 0.13 percent) increase over San Bernardino County's typical annual fuel consumption of approximately 221 million gallons. However, this fuel consumption would be short-term and finite, only being consumed over the course of the 14-month construction period. In accordance with Policy NR-1.8 of the County's Policy Plan, the Project would be encouraged to use low-emission construction vehicles and equipment in order to improve air quality and reduce emissions. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-duty diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (USEPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. As discussed in *Lockhart Solar PV II Project – Air Quality Technical Memorandum* (AQ Memo), prepared by Michael Baker International, dated July 2021, the Project would implement Mitigation Measure MM AQ-1, which would require that off-road diesel-fueled construction vehicles and equipment greater than 50 horsepower meet Tier 4 Final emissions standards during demolition, grading, and facility construction. The County and Applicant are committed to using the cleanest off-road equipment available; however, market availability may make exclusive use of equipment certified to meet Tier 4 Final standards infeasible. Mitigation Measure MM AQ-1 includes a waiver provision to account for the potential unavailability of Tier 4 equipment. Compliance with Tier 4 Final emissions standards would reduce air pollutant emissions. In addition, due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**Criterion 4**).

Further, the Project-related incremental increase in the use of energy bound in construction materials (i.e., energy supplies) such as metal, concrete, and manufactured or processed materials (e.g., lumber) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As such, construction would have a nominal effect on the local and regional energy supplies (**Criterion 2**). Additionally, it is noted that there are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable

construction sites in the region or State (**Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Further, energy consumed to construct a renewable energy project to reduce the state's GHG emissions from energy would not be considered wasteful, inefficient, or unnecessary. As such, a less than significant impact would occur in this regard.

Operational-Related Energy Consumption

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States.

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the Project. Nonetheless, Table 3 provides an estimate of the daily fuel consumed by vehicles traveling to and from the Project Site. The Project would generate a nominal amount of trips; refer to Appendix A. As indicated in Table 3, the Project operational daily trips are estimated to consume approximately 27 gallons of fuel per year, which would represent a negligible (less than 0.01 percent) amount compared to San Bernardino County's automotive fuel consumption of approximately 967 million gallons. During operation, the Project would not generate additional trips associated with maintenance except for up to four times solar panel washing per year requiring up to 10 workers. Additionally, the Project does not propose any unusual features that would result in excessive long-term operation fuel consumption. Due to the nominal number of trips generated by the Project, the Project would consume nominal amount of transportation fuels and does not propose any unusual features that would result in excessive long-term operational fuel consumption (**Criterion 2** and **Criterion 6**).

Therefore, fuel consumption associated with Project-related vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

Operational Energy Demand and Generation

The CEC developed 2020 to 2030 forecasts for energy consumption and peak demand in support of the 2019 IEPR for each of the major electricity planning areas and the State based on the economic and demographic growth projections.¹¹ CEC forecasts that the Statewide annual average growth rates of energy demand between 2019 and 2030 would be up to 1.10 percent for electricity.¹² As discussed above, operational energy consumption of the Project would be nominal and significantly below CEC's forecasts and the current Countywide usage. Therefore, the Project would be consistent with the CEC's energy consumption forecasts. As such, the Project would not require additional energy capacity or supplies (**Criterion 2**). Additionally, as a power-generating facility with solar PV and energy storage, the Project

¹¹ California Energy Commission, *California Energy Demand 2020-2030 Revised Forecast*, February 2020.

¹² Ibid.

would generate energy that may ease stress on intensive peak or base period electricity demand **(Criterion 3)**.

The existing O&M facility is powered by SCE and does not have natural gas service connected. There would be no natural gas consumption during operation of the Project; therefore, there would be no impact related to operational natural gas use.

The existing RODS within the Shared Facilities Area (or similar system) currently supports the SEGS VIII and IX facilities. During Project operation, the RODS will be used, as needed, to remove particles suspended in groundwater prior to Project solar panel cleaning, one to four times per year. Project operation will result in a nominal increase in the usage of the existing RODS, which cannot be isolated separate from electricity consumption of the shared facilities. Therefore, energy demand (electricity) from this nominal increase in usage with implementation of the Project was not quantified, and is expected to be negligible on an annual basis.

Additionally, the Project is currently anticipated to generate approximately 465,700 MWh of electricity per year. Thus, the Project would have a net positive impact on electricity consumption within the County and region. The Project would provide the County and the State of California with additional renewable energy sources on previously disturbed land that would assist the State in complying with the RPS under SB 350 and SB 100. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects would not result in the waste of the finite energy resources **(Criterion 5)**. Further, the Project would support the County's Policies IU-5.1, IU-5.4, and IU-5.5 by increasing the availability and stability of electricity for the region while maintaining the environmental and public health and safety conditions of the region **(Criteria 2, 4, and 5)**. Therefore, the Project would not cause wasteful, inefficient, and unnecessary consumption of energy during Project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Decommissioning-Related Energy Consumption

At the end of the Project's operational term, the Applicant may determine that the Project Site should be decommissioned and deconstructed, or it may seek an extension of its CUP(s). The Applicant will work with the County to ensure decommissioning of the Project after its productive lifetime complies with all applicable local, state, and federal requirements BMPs. The Project would include BMPs to ensure the collection and recycling of modules and to avoid the potential for modules to be disposed of as municipal waste.

Equipment would be de-energized prior to removal, salvaged (where possible), placed in appropriate shipping containers, and secured in a truck transport trailer for shipment off site to be recycled or disposed of at an appropriately licensed disposal facility. Site infrastructure would be removed, including the fences and the concrete pads that may support the inverters, transformers, and related equipment. The exterior fencing and gates would be removed, and materials would be recycled to the extent feasible. Project roads would be restored to their pre-construction condition unless the landowner elects to retain the improved roads for access throughout the property. A collection and recycling program would be executed to promote recycling of Project components and minimize disposal in landfills. The area would be thoroughly cleaned, and all debris removed.

Due to the lack of available in-depth details on decommissioning at this time, as a worst-scenario analysis, it was assumed that the decommissioning phase would utilize the same amount of energy as the construction phase. As discussed above, impacts in regard to construction-related energy consumption would be less than significant. As such, impacts in regard to decommissioning-related energy would also be less than significant.

Conclusion

As depicted in Table 3, the Project operational energy consumption would represent an approximate 0.0021 percent increase in electricity consumption over the current Countywide usage. Additionally, the Project would not result in a substantial increase in demand for transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. Lastly, the Project would provide additional renewable energy sources on previously disturbed land; thus, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy during operation. Overall, a less than significant impact would occur in this regard.

Mitigation Measures: *No mitigation measures are required.*

Level of Significance: *Less Than Significant Impact.*

EN-2 WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

The County currently does not have a plan dedicated to renewable energy or energy efficiency. Nonetheless, the County's Policy Plan, which provides an update to the County's General Plan, identifies several goals and policies to pursue sustainability and energy conservation within the County. Specifically, the Project applicant would coordinate with military installations in preliminary planning and throughout the Project's construction stages and long-term operation in accordance to Policy LU-5.4; the Project would use low-emission construction vehicles and equipment in accordance to Policy NR-1.8; and the Project as a power-generating facility would also support Goal IU-5 in providing access to reliable power systems in unincorporated areas in accordance to Policies IU-5.1, IU-5.4, and IU-5.5. Additionally, the County currently has a GHG Emissions Reduction Plan that encourages the increased use of renewable energy within the County and the siting of renewable energy facility in appropriate and suitable locations. The Project satisfies this plan by providing additional utility-scale renewable energy and is in a location that would provide consistent and reliable energy via solar PV and battery energy storage.

The applicable State plans and policies for renewable energy and energy efficiency include the SB 350 and SB 100. As discussed under Impact EN-1 above, the Project would provide the County and the State with additional renewable energy sources on previously disturbed land that would assist the State in complying with the RPS. Additionally, per the RPS, the Project would utilize electricity provided by the SCE that is composed of 35.1 percent renewable energy as of 2019 and would achieve at least 60 percent renewable energy by 2030.¹³ Therefore, the Project is supportive of the State's goals, and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

¹³ California Energy Commission, *Southern California Edison 2019 Power Content Label*, https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf, April 14, 2021.

Mitigation Measures: *No mitigation measures are required.*

Level of Significance: *Less Than Significant Impact.*

REFERENCES

Software/Websites

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8. U.S. Energy Information Administration, *Table F33: Total Energy Consumption, Price, and Expenditure Estimates, 2018*, https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_te.html&sid=CA, accessed April 30, 2021.
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Appendix A
Energy Data

Lockhart Solar II Project Energy Calculations

Vehicle Type	Percent of Vehicle Trips ¹	Daily Trips ²	Annual Vehicle Miles Traveled ³	Average Fuel Economy (miles per gallon) ⁴	Total Annual Fuel Consumption (gallons) ⁵
Passenger Cars	0.55	0	232.17	22	11
Light/Medium Trucks	0.31	0	133.05	17.3	8
Heavy Trucks/Other	0.14	0	57.78	6.4	9
TOTAL⁶	1.00	0	423	--	27

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model.
2. Daily Trips calculated by multiplying the total daily trips by percent vehicle trips (i.e., Daily Trips x percent of Vehicle Trips).
3. Daily Vehicle Miles Traveled (VMT) calculated by multiplying percent vehicle trips by total VMT (i.e., VMT x percent of Vehicle Trips).
4. Average fuel economy derived from the Department of Transportation.
5. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).
6. Values may be slightly off due to rounding.

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

**Lockhart Solar II Project
Energy Calculations**

WORKER TRIPS						
Phase	Phase Length (# days)	# Worker Trips	Worker Trip Length	Total VMT	Fuel Consumption Factor (Miles/Gallon/Day)	Total Fuel Consumption
Demolition	40	40	16.8	26880		1079.39
Grading	65	23	16.8	25116	24.90284233	1008.56
Building Construction	304	26	16.8	437		17.54
						2105.49
VENDOR TRIPS						
Phase	Phase Length (# days)	# Vendor Trips	Vendor Trip Length	Total VMT	Fuel Consumption Factor (Miles/Gallon/Day)	Total Fuel Consumption
Demolition	40	0	6.6	0		0.00
Grading	65	0	6.6	0	8.343886151	0.00
Building Construction	304	10	6.6	66		7.91
						7.91
HAULING TRIPS						
Phase	Phase Length (# days)	# Hauling Trips	Hauling Trip Length	Total VMT	Fuel Consumption Factor (Miles/Gallon/Day)¹	Total Fuel Consumption
Demolition	40	632	20	12640		1514.88
Grading	65	2500	50	125000	8.343886151	14981.03
Building Construction	304	0	20	0		0.00
						16495.91
TOTAL OFF-SITE MOBILE GALLONS CONSUMED DURING CONSTRUCTION						18,609.32

**Lockhart Solar II Project
Energy Calculations**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Fuel Consumption Rate (gallons per hour)	Duration (total hours/day)	# days	Total Fuel Consumption (gallons)
Demolition	Crushing/Proc. Equipment	1	8	85	0.78	2.652	8	40	848.64
	Excavators	4	8	158	0.38	2.4016	32	40	3074.05
	Concerete/industrial Saws	1	8	81	0.73	2.3652	8	40	756.86
	Off-Highway Trucks	5	8	402	0.38	6.1104	40	40	9776.64
	Rubber Tired Loaders	2	8	203	0.36	2.9232	16	40	1870.85
	Skid Steer Loaders	3	8	65	0.37	0.962	24	40	923.52
Grading	Rubber Tired Loaders	1	8	247	0.4	3.952	8	65	2055.04
	Excavators	2	8	158	0.38	2.4016	16	65	2497.66
	Off-Highway Trucks	1	8	402	0.38	6.1104	8	65	3177.41
	Graders	2	8	187	0.41	3.0668	16	65	3189.47
	Other Material Handling Equipm	1	8	168	0.4	2.688	8	65	1397.76
Building Construction	Cranes	1	8	231	0.29	2.6796	8	304	6516.79
	Tractors/Loaders/Backhoes	17	8	97	0.37	1.4356	136	304	59353.45
	Excavators	4	8	158	0.38	2.4016	32	304	23362.76
	Graders	1	8	187	0.41	3.0668	8	304	7458.46
	Off-Highway Tractors	1	8	124	0.44	2.1824	8	304	5307.60
	Off-Highway Trucks	1	8	402	0.38	6.1104	8	304	14860.49
	Rough Terrain Forklifts	12	8	100	0.4	1.6	96	304	46694.40
	Rubber Tired Dozers	1	8	247	0.4	3.952	8	304	9611.26
	Scrapers	2	8	367	0.48	7.0464	16	304	34273.69
	Trenchers	10	8	78	0.5	1.56	80	304	37939.20
								Total:	274,946.00
Notes:								Off-Site Mobile Construction Total:	18,609.32
Fuel Consumption Rate = Horsepower x Load Factor x Fuel Consumption Factor								TOTAL:	293,555.32
Where:									
Fuel Consumption Factor for a diesel engine is 0.04 gallons per horsepower per hour (gal/hp/hr) and a gasoline engine is 0.06 gal/hp/hr.									
Source: Refer to CalEEMod outputs for assumptions used in this analysis.									

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Lockhart Construction_only unmitigated
Mojave Desert AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	61.44	1000sqft	1.41	61,440.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	30
Climate Zone	10			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	534	CH4 Intensity (lb/MW hr)	0	N2O Intensity (lb/MW hr)	0

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - per 2019 SCE Sustainability Report

Land Use - Per AVEP ESS data, the 375 MW-ac project took up 153600 sqf of floor surface

Construction Phase - per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Trips and VMT - per AQ questionnaire

Demolition - per AQ questionnaire

Grading - per AQ Questionnaire

Area Coating - Rule 1113

Energy Use -

Water And Wastewater - During 14-month construction, it will use 240 acre-feet.
 $240/14 \times 12 = 206 = 67032206$ gallons/year

Construction Off-road Equipment Mitigation - Rule 403

Energy Mitigation - Title 24, 2019 is 30% more efficient than 2016.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	50
tblAreaCoating	Area_EF_Residential_Exterior	250	50
tblAreaCoating	Area_EF_Residential_Interior	250	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	200.00	304.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	4.00	65.00
tblGrading	MaterialExported	0.00	20,000.00

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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	17.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblWater	IndoorWaterUseRate	14,208,000.00	0.00
tblWater	OutdoorWaterUseRate	0.00	67,032,206.00

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

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	1.7465	17.8980	17.5766	0.0334	0.4258	0.8673	1.2931	0.1559	0.7985	0.9544	0.0000	2,949.5943	2,949.5943	0.8636	0.0000	2,971.1832
2023	0.3867	3.8882	4.2444	7.2600e-003	0.0126	0.1907	0.2033	3.3800e-003	0.1755	0.1789	0.0000	638.4177	638.4177	0.2020	0.0000	643.4678
Maximum	1.7465	17.8980	17.5766	0.0334	0.4258	0.8673	1.2931	0.1559	0.7985	0.9544	0.0000	2,949.5943	2,949.5943	0.8636	0.0000	2,971.1832

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	1.7465	17.8979	17.5766	0.0334	0.2364	0.8673	1.1037	0.0791	0.7985	0.8776	0.0000	2,949.5911	2,949.5911	0.8636	0.0000	2,971.1800
2023	0.3867	3.8882	4.2444	7.2600e-003	0.0126	0.1907	0.2033	3.3800e-003	0.1755	0.1789	0.0000	638.4170	638.4170	0.2020	0.0000	643.4670
Maximum	1.7465	17.8979	17.5766	0.0334	0.2364	0.8673	1.1037	0.0791	0.7985	0.8776	0.0000	2,949.5911	2,949.5911	0.8636	0.0000	2,971.1800

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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	43.20	0.00	12.65	48.22	0.00	6.78	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	2-1-2022	4-30-2022	5.5613	5.5613
2	5-1-2022	7-31-2022	6.1837	6.1837
3	8-1-2022	10-31-2022	4.7044	4.7044
4	11-1-2022	1-31-2023	4.5752	4.5752
5	2-1-2023	4-30-2023	2.7715	2.7715
		Highest	6.1837	6.1837

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	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Energy	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	257.5753	257.5753	2.0400e-003	1.9500e-003	258.2083
Mobile	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Waste						0.0000	0.0000		0.0000	0.0000	15.4659	0.0000	15.4659	0.9140	0.0000	38.3161
Water						0.0000	0.0000		0.0000	0.0000	0.0000	180.3867	180.3867	0.0000	0.0000	180.3867
Total	0.3807	0.9891	1.5015	7.2100e-003	0.4778	0.0110	0.4888	0.1280	0.0108	0.1388	15.4659	1,052.6029	1,068.0688	0.9502	1.9500e-003	1,092.4059

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

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	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Energy	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	232.6451	232.6451	1.7500e-003	1.6800e-003	233.1884
Mobile	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Waste						0.0000	0.0000		0.0000	0.0000	15.4659	0.0000	15.4659	0.9140	0.0000	38.3161
Water						0.0000	0.0000		0.0000	0.0000	0.0000	180.3867	180.3867	0.0000	0.0000	180.3867
Total	0.3792	0.9752	1.4898	7.1200e-003	0.4778	9.9500e-003	0.4877	0.1280	9.7200e-003	0.1378	15.4659	1,027.6728	1,043.1386	0.9499	1.6800e-003	1,067.3860

	ROG	NOx	CO	SO2	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	0.40	1.40	0.78	1.25	0.00	9.63	0.22	0.00	9.83	0.76	0.00	2.37	2.33	0.03	13.85	2.29

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/1/2022	3/28/2022	5	40	
2	Building Construction	Building Construction	2/1/2022	3/31/2023	5	304	
3	Grading	Grading	5/2/2022	7/29/2022	5	65	

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Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 65****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	4	8.00	158	0.38
Demolition	Off-Highway Trucks	5	8.00	402	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Rubber Tired Loaders	2	8.00	203	0.36
Demolition	Skid Steer Loaders	3	8.00	65	0.37
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	0	0.00	187	0.41
Grading	Graders	2	8.00	187	0.41
Grading	Off-Highway Trucks	1	8.00	402	0.38
Grading	Other Material Handling Equipment	1	8.00	168	0.40
Grading	Rollers	1	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Skid Steer Loaders	1	8.00	65	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29

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Building Construction	Excavators	4	8.00	158	0.38
Building Construction	Forklifts	0	0.00	89	0.20
Building Construction	Generator Sets	0	0.00	84	0.74
Building Construction	Graders	1	8.00	187	0.41
Building Construction	Off-Highway Tractors	1	8.00	124	0.44
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Rough Terrain Forklifts	12	8.00	100	0.40
Building Construction	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	17	8.00	97	0.37
Building Construction	Trenchers	10	8.00	78	0.50
Building Construction	Welders	0	0.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	16	40.00	0.00	632.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	2,500.00	16.80	6.60	50.00	LD_Mix	HDT_Mix	HHDT
Building Construction	50	26.00	10.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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3.2 Demolition - 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					0.0692	0.0000	0.0692	0.0105	0.0000	0.0105	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1016	0.8408	0.9007	2.3700e-003		0.0342	0.0342		0.0320	0.0320	0.0000	208.0117	208.0117	0.0613	0.0000	209.5435
Total	0.1016	0.8408	0.9007	2.3700e-003	0.0692	0.0342	0.1034	0.0105	0.0320	0.0425	0.0000	208.0117	208.0117	0.0613	0.0000	209.5435

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0605	7.7300e-003	2.5000e-004	5.4600e-003	1.3000e-004	5.5900e-003	1.5000e-003	1.2000e-004	1.6200e-003	0.0000	23.4276	23.4276	1.3800e-003	0.0000	23.4622
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0600e-003	3.2300e-003	0.0297	9.0000e-005	0.0100	6.0000e-005	0.0101	2.6700e-003	5.0000e-005	2.7200e-003	0.0000	7.8374	7.8374	2.2000e-004	0.0000	7.8429
Total	5.5000e-003	0.0637	0.0374	3.4000e-004	0.0155	1.9000e-004	0.0157	4.1700e-003	1.7000e-004	4.3400e-003	0.0000	31.2649	31.2649	1.6000e-003	0.0000	31.3050

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

3.2 Demolition - 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	tons/yr										MT/yr					
Fugitive Dust					0.0256	0.0000	0.0256	3.8800e-003	0.0000	3.8800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1016	0.8408	0.9007	2.3700e-003		0.0342	0.0342		0.0320	0.0320	0.0000	208.0115	208.0115	0.0613	0.0000	209.5432
Total	0.1016	0.8408	0.9007	2.3700e-003	0.0256	0.0342	0.0598	3.8800e-003	0.0320	0.0359	0.0000	208.0115	208.0115	0.0613	0.0000	209.5432

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0605	7.7300e-003	2.5000e-004	5.4600e-003	1.3000e-004	5.5900e-003	1.5000e-003	1.2000e-004	1.6200e-003	0.0000	23.4276	23.4276	1.3800e-003	0.0000	23.4622
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0600e-003	3.2300e-003	0.0297	9.0000e-005	0.0100	6.0000e-005	0.0101	2.6700e-003	5.0000e-005	2.7200e-003	0.0000	7.8374	7.8374	2.2000e-004	0.0000	7.8429
Total	5.5000e-003	0.0637	0.0374	3.4000e-004	0.0155	1.9000e-004	0.0157	4.1700e-003	1.7000e-004	4.3400e-003	0.0000	31.2649	31.2649	1.6000e-003	0.0000	31.3050

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5063	15.4687	15.6411	0.0260		0.7882	0.7882		0.7251	0.7251	0.0000	2,287.1351	2,287.1351	0.7397	0.0000	2,305.6277
Total	1.5063	15.4687	15.6411	0.0260		0.7882	0.7882		0.7251	0.7251	0.0000	2,287.1351	2,287.1351	0.7397	0.0000	2,305.6277

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	3.1700e-003	0.1033	0.0235	3.2000e-004	7.2200e-003	1.3000e-004	7.3600e-003	2.0900e-003	1.3000e-004	2.2100e-003	0.0000	30.7322	30.7322	2.6900e-003	0.0000	30.7995
Worker	0.0158	0.0126	0.1153	3.4000e-004	0.0390	2.2000e-004	0.0392	0.0104	2.1000e-004	0.0106	0.0000	30.4383	30.4383	8.6000e-004	0.0000	30.4597
Total	0.0189	0.1159	0.1388	6.6000e-004	0.0462	3.5000e-004	0.0466	0.0124	3.4000e-004	0.0128	0.0000	61.1705	61.1705	3.5500e-003	0.0000	61.2593

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

3.3 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	tons/yr										MT/yr					
Off-Road	1.5063	15.4686	15.6411	0.0260		0.7882	0.7882		0.7251	0.7251	0.0000	2,287.1323	2,287.1323	0.7397	0.0000	2,305.6250
Total	1.5063	15.4686	15.6411	0.0260		0.7882	0.7882		0.7251	0.7251	0.0000	2,287.1323	2,287.1323	0.7397	0.0000	2,305.6250

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	3.1700e-003	0.1033	0.0235	3.2000e-004	7.2200e-003	1.3000e-004	7.3600e-003	2.0900e-003	1.3000e-004	2.2100e-003	0.0000	30.7322	30.7322	2.6900e-003	0.0000	30.7995
Worker	0.0158	0.0126	0.1153	3.4000e-004	0.0390	2.2000e-004	0.0392	0.0104	2.1000e-004	0.0106	0.0000	30.4383	30.4383	8.6000e-004	0.0000	30.4597
Total	0.0189	0.1159	0.1388	6.6000e-004	0.0462	3.5000e-004	0.0466	0.0124	3.4000e-004	0.0128	0.0000	61.1705	61.1705	3.5500e-003	0.0000	61.2593

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

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	0.3820	3.8634	4.2105	7.0800e-003		0.1907	0.1907		0.1754	0.1754	0.0000	622.3035	622.3035	0.2013	0.0000	627.3351
Total	0.3820	3.8634	4.2105	7.0800e-003		0.1907	0.1907		0.1754	0.1754	0.0000	622.3035	622.3035	0.2013	0.0000	627.3351

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	6.9000e-004	0.0217	5.4600e-003	9.0000e-005	1.9600e-003	2.0000e-005	1.9800e-003	5.7000e-004	2.0000e-005	5.8000e-004	0.0000	8.1475	8.1475	5.3000e-004	0.0000	8.1608
Worker	4.0100e-003	3.0600e-003	0.0285	9.0000e-005	0.0106	6.0000e-005	0.0107	2.8100e-003	5.0000e-005	2.8700e-003	0.0000	7.9667	7.9667	2.1000e-004	0.0000	7.9719
Total	4.7000e-003	0.0248	0.0339	1.8000e-004	0.0126	8.0000e-005	0.0126	3.3800e-003	7.0000e-005	3.4500e-003	0.0000	16.1142	16.1142	7.4000e-004	0.0000	16.1327

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

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	tons/yr										MT/yr					
Off-Road	0.3820	3.8634	4.2104	7.0800e-003		0.1907	0.1907		0.1754	0.1754	0.0000	622.3028	622.3028	0.2013	0.0000	627.3344
Total	0.3820	3.8634	4.2104	7.0800e-003		0.1907	0.1907		0.1754	0.1754	0.0000	622.3028	622.3028	0.2013	0.0000	627.3344

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	6.9000e-004	0.0217	5.4600e-003	9.0000e-005	1.9600e-003	2.0000e-005	1.9800e-003	5.7000e-004	2.0000e-005	5.8000e-004	0.0000	8.1475	8.1475	5.3000e-004	0.0000	8.1608
Worker	4.0100e-003	3.0600e-003	0.0285	9.0000e-005	0.0106	6.0000e-005	0.0107	2.8100e-003	5.0000e-005	2.8700e-003	0.0000	7.9667	7.9667	2.1000e-004	0.0000	7.9719
Total	4.7000e-003	0.0248	0.0339	1.8000e-004	0.0126	8.0000e-005	0.0126	3.3800e-003	7.0000e-005	3.4500e-003	0.0000	16.1142	16.1142	7.4000e-004	0.0000	16.1327

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

3.4 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					0.2316	0.0000	0.2316	0.1115	0.0000	0.1115	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1009	1.0327	0.7770	1.8100e-003		0.0431	0.0431		0.0396	0.0396	0.0000	159.2929	159.2929	0.0515	0.0000	160.5809
Total	0.1009	1.0327	0.7770	1.8100e-003	0.2316	0.0431	0.2747	0.1115	0.0396	0.1512	0.0000	159.2929	159.2929	0.0515	0.0000	160.5809

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.4600e-003	0.3732	0.0539	2.0500e-003	0.0539	1.2500e-003	0.0552	0.0148	1.1900e-003	0.0160	0.0000	195.3962	195.3962	5.7000e-003	0.0000	195.5387
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7900e-003	3.0200e-003	0.0277	8.0000e-005	9.3800e-003	5.0000e-005	9.4300e-003	2.4900e-003	5.0000e-005	2.5400e-003	0.0000	7.3230	7.3230	2.1000e-004	0.0000	7.3282
Total	0.0133	0.3763	0.0816	2.1300e-003	0.0633	1.3000e-003	0.0646	0.0173	1.2400e-003	0.0186	0.0000	202.7192	202.7192	5.9100e-003	0.0000	202.8668

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

3.4 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	tons/yr										MT/yr					
Fugitive Dust					0.0858	0.0000	0.0858	0.0413	0.0000	0.0413	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1009	1.0327	0.7770	1.8100e-003		0.0431	0.0431		0.0396	0.0396	0.0000	159.2927	159.2927	0.0515	0.0000	160.5807
Total	0.1009	1.0327	0.7770	1.8100e-003	0.0858	0.0431	0.1289	0.0413	0.0396	0.0810	0.0000	159.2927	159.2927	0.0515	0.0000	160.5807

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.4600e-003	0.3732	0.0539	2.0500e-003	0.0539	1.2500e-003	0.0552	0.0148	1.1900e-003	0.0160	0.0000	195.3962	195.3962	5.7000e-003	0.0000	195.5387
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7900e-003	3.0200e-003	0.0277	8.0000e-005	9.3800e-003	5.0000e-005	9.4300e-003	2.4900e-003	5.0000e-005	2.5400e-003	0.0000	7.3230	7.3230	2.1000e-004	0.0000	7.3282
Total	0.0133	0.3763	0.0816	2.1300e-003	0.0633	1.3000e-003	0.0646	0.0173	1.2400e-003	0.0186	0.0000	202.7192	202.7192	5.9100e-003	0.0000	202.8668

4.0 Operational Detail - Mobile

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

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	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Unmitigated	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	428.24	81.10	41.78	1,249,591	1,249,591
Total	428.24	81.10	41.78	1,249,591	1,249,591

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
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.545462	0.034783	0.175214	0.104547	0.016326	0.005139	0.008963	0.095912	0.001419	0.002092	0.008487	0.000707	0.000948

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	141.2292	141.2292	0.0000	0.0000	141.2292
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	151.0512	151.0512	0.0000	0.0000	151.0512
NaturalGas Mitigated	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592
NaturalGas Unmitigated	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

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					
General Light Industry	1.99619e+006	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571
Total		0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571

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					
General Light Industry	1.71307e+006	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592
Total		9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	623616	151.0512	0.0000	0.0000	151.0512
Total		151.0512	0.0000	0.0000	151.0512

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	583066	141.2292	0.0000	0.0000	141.2292
Total		141.2292	0.0000	0.0000	141.2292

6.0 Area Detail

6.1 Mitigation Measures Area

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Unmitigated	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-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	0.0142					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2400					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Total	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

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	0.0142					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2400					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Total	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	180.3867	0.0000	0.0000	180.3867
Unmitigated	180.3867	0.0000	0.0000	180.3867

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 67.0322	180.3867	0.0000	0.0000	180.3867
Total		180.3867	0.0000	0.0000	180.3867

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 67.0322	180.3867	0.0000	0.0000	180.3867
Total		180.3867	0.0000	0.0000	180.3867

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.4659	0.9140	0.0000	38.3161
Unmitigated	15.4659	0.9140	0.0000	38.3161

Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	76.19	15.4659	0.9140	0.0000	38.3161
Total		15.4659	0.9140	0.0000	38.3161

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	76.19	15.4659	0.9140	0.0000	38.3161
Total		15.4659	0.9140	0.0000	38.3161

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Lockhart Construction_only unmitigated - Mojave Desert AQMD Air District, Annual

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

Lockhart Solar II Construction_Only Run_6 - Mojave Desert AQMD Air District, Annual

Lockhart Solar II Construction_Only Run_6
Mojave Desert AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	61.44	1000sqft	1.41	61,440.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	30
Climate Zone	10			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	534	CH4 Intensity (lb/MW hr)	0	N2O Intensity (lb/MW hr)	0

1.3 User Entered Comments & Non-Default Data

Lockhart Solar II Construction_Only Run_6 - Mojave Desert AQMD Air District, Annual

Project Characteristics - Per SCE 2019 Sustainability Report

Land Use - Per AVEP ESS data, the 375 MW-ac project took up 153600 sqf of floor surface

Construction Phase - per AQ Questionnaire

Off-road Equipment - Per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Grading - Per AQ Questionnaire

Demolition - Per AQ Questionnaire

Trips and VMT - per AQ Questionnaire

Energy Use -

Water And Wastewater - During 14-month construction, there would be 240 acre-feet(af) water usage.
 $240/14*12=206=67032206$

Construction Off-road Equipment Mitigation - Rule 403

Energy Mitigation - Title 24, 2019 is 30% more efficient than 2016.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
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	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	17.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Lockhart Solar II Construction_Only Run_6 - Mojave Desert AQMD Air District, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	12.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
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
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	200.00	304.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	4.00	65.00

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tblConstructionPhase	PhaseEndDate	1/31/2022	3/31/2023
tblConstructionPhase	PhaseEndDate	1/31/2022	3/28/2022
tblConstructionPhase	PhaseEndDate	1/31/2022	7/29/2022
tblConstructionPhase	PhaseStartDate	2/1/2022	5/2/2022
tblGrading	MaterialExported	0.00	20,000.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.40	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.44	0.44
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.40	0.40
tblOffRoadEquipment	LoadFactor	0.40	0.40
tblOffRoadEquipment	LoadFactor	0.48	0.48
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Crushing/Proc. Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders

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tbloffRoadEquipment	OffRoadEquipmentType		Excavators
tbloffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tbloffRoadEquipment	OffRoadEquipmentType		Other Material Handling Equipment
tbloffRoadEquipment	OffRoadEquipmentType		Rollers
tbloffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tbloffRoadEquipment	OffRoadEquipmentType		Excavators
tbloffRoadEquipment	OffRoadEquipmentType		Graders
tbloffRoadEquipment	OffRoadEquipmentType		Off-Highway Tractors
tbloffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tbloffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tbloffRoadEquipment	OffRoadEquipmentType		Rubber Tired Dozers
tbloffRoadEquipment	OffRoadEquipmentType		Scrapers
tbloffRoadEquipment	OffRoadEquipmentType		Trenchers
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	17.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tbloffRoadEquipment	UsageHours	8.00	0.00
tbloffRoadEquipment	UsageHours	6.00	8.00
tbloffRoadEquipment	UsageHours	6.00	0.00
tbloffRoadEquipment	UsageHours	8.00	0.00
tbloffRoadEquipment	UsageHours	6.00	8.00
tbloffRoadEquipment	UsageHours	6.00	8.00

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tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblWater	IndoorWaterUseRate	14,208,000.00	0.00
tblWater	OutdoorWaterUseRate	0.00	67,032,206.00

2.0 Emissions Summary

Lockhart Solar II Construction_Only Run_6 - Mojave Desert AQMD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2022	4-30-2022	5.5739	0.7745
2	5-1-2022	7-31-2022	6.1927	1.0267
3	8-1-2022	10-31-2022	4.7139	0.5060
4	11-1-2022	1-31-2023	4.5846	0.5032
5	2-1-2023	4-30-2023	2.7776	0.3197
		Highest	6.1927	1.0267

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	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Energy	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	257.5753	257.5753	2.0400e-003	1.9500e-003	258.2083
Mobile	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Waste						0.0000	0.0000		0.0000	0.0000	15.4659	0.0000	15.4659	0.9140	0.0000	38.3161
Water						0.0000	0.0000		0.0000	0.0000	0.0000	180.3867	180.3867	0.0000	0.0000	180.3867
Total	0.4377	0.9891	1.5015	7.2100e-003	0.4778	0.0110	0.4888	0.1280	0.0108	0.1388	15.4659	1,052.6029	1,068.0688	0.9502	1.9500e-003	1,092.4059

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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	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Energy	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	232.6451	232.6451	1.7500e-003	1.6800e-003	233.1884
Mobile	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Waste						0.0000	0.0000		0.0000	0.0000	15.4659	0.0000	15.4659	0.9140	0.0000	38.3161
Water						0.0000	0.0000		0.0000	0.0000	0.0000	180.3867	180.3867	0.0000	0.0000	180.3867
Total	0.4361	0.9752	1.4898	7.1200e-003	0.4778	9.9500e-003	0.4877	0.1280	9.7200e-003	0.1378	15.4659	1,027.6728	1,043.1386	0.9499	1.6800e-003	1,067.3860

	ROG	NOx	CO	SO2	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	0.35	1.40	0.78	1.25	0.00	9.63	0.22	0.00	9.83	0.76	0.00	2.37	2.33	0.03	13.85	2.29

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/1/2022	3/28/2022	5	40	
2	Grading	Grading	5/2/2022	7/29/2022	5	65	
3	Building Construction	Building Construction	2/1/2022	3/31/2023	5	304	

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Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 65****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	4	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	0	0.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Demolition	Off-Highway Trucks	5	8.00	402	0.38
Demolition	Rubber Tired Loaders	2	8.00	203	0.36
Demolition	Skid Steer Loaders	3	8.00	65	0.37
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	17	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Off-Highway Trucks	1	8.00	402	0.38
Grading	Graders	2	8.00	187	0.41
Grading	Other Material Handling Equipment	1	8.00	168	0.40

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Grading	Rollers	1	8.00	80	0.38
Building Construction	Welders	0	0.00	46	0.45
Grading	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Excavators	4	8.00	158	0.38
Building Construction	Graders	1	8.00	187	0.41
Building Construction	Off-Highway Tractors	1	8.00	124	0.44
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Rough Terrain Forklifts	12	8.00	100	0.40
Building Construction	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Scrapers	2	8.00	367	0.48
Building Construction	Trenchers	10	8.00	78	0.50

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	16	40.00	0.00	632.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	2,500.00	16.80	6.60	50.00	LD_Mix	HDT_Mix	HHDT
Building Construction	50	26.00	10.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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3.2 Demolition - 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					0.0692	0.0000	0.0692	0.0105	0.0000	0.0105	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1020	0.8439	0.9036	2.3800e-003		0.0343	0.0343		0.0321	0.0321	0.0000	208.8390	208.8390	0.0615	0.0000	210.3774
Total	0.1020	0.8439	0.9036	2.3800e-003	0.0692	0.0343	0.1035	0.0105	0.0321	0.0426	0.0000	208.8390	208.8390	0.0615	0.0000	210.3774

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0605	7.7300e-003	2.5000e-004	5.4600e-003	1.3000e-004	5.5900e-003	1.5000e-003	1.2000e-004	1.6200e-003	0.0000	23.4276	23.4276	1.3800e-003	0.0000	23.4622
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0600e-003	3.2300e-003	0.0297	9.0000e-005	0.0100	6.0000e-005	0.0101	2.6700e-003	5.0000e-005	2.7200e-003	0.0000	7.8374	7.8374	2.2000e-004	0.0000	7.8429
Total	5.5000e-003	0.0637	0.0374	3.4000e-004	0.0155	1.9000e-004	0.0157	4.1700e-003	1.7000e-004	4.3400e-003	0.0000	31.2649	31.2649	1.6000e-003	0.0000	31.3050

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3.2 Demolition - 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	tons/yr										MT/yr					
Fugitive Dust					0.0256	0.0000	0.0256	3.8800e-003	0.0000	3.8800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0302	0.1870	1.2822	2.3800e-003		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003	0.0000	208.8387	208.8387	0.0615	0.0000	210.3772
Total	0.0302	0.1870	1.2822	2.3800e-003	0.0256	3.8200e-003	0.0295	3.8800e-003	3.8200e-003	7.7000e-003	0.0000	208.8387	208.8387	0.0615	0.0000	210.3772

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0605	7.7300e-003	2.5000e-004	5.4600e-003	1.3000e-004	5.5900e-003	1.5000e-003	1.2000e-004	1.6200e-003	0.0000	23.4276	23.4276	1.3800e-003	0.0000	23.4622
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0600e-003	3.2300e-003	0.0297	9.0000e-005	0.0100	6.0000e-005	0.0101	2.6700e-003	5.0000e-005	2.7200e-003	0.0000	7.8374	7.8374	2.2000e-004	0.0000	7.8429
Total	5.5000e-003	0.0637	0.0374	3.4000e-004	0.0155	1.9000e-004	0.0157	4.1700e-003	1.7000e-004	4.3400e-003	0.0000	31.2649	31.2649	1.6000e-003	0.0000	31.3050

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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					0.2316	0.0000	0.2316	0.1115	0.0000	0.1115	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1008	1.0323	0.7762	1.8100e-003		0.0430	0.0430		0.0396	0.0396	0.0000	159.3164	159.3164	0.0515	0.0000	160.6046
Total	0.1008	1.0323	0.7762	1.8100e-003	0.2316	0.0430	0.2746	0.1115	0.0396	0.1511	0.0000	159.3164	159.3164	0.0515	0.0000	160.6046

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.4600e-003	0.3732	0.0539	2.0500e-003	0.0539	1.2500e-003	0.0552	0.0148	1.1900e-003	0.0160	0.0000	195.3962	195.3962	5.7000e-003	0.0000	195.5387
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7900e-003	3.0200e-003	0.0277	8.0000e-005	9.3800e-003	5.0000e-005	9.4300e-003	2.4900e-003	5.0000e-005	2.5400e-003	0.0000	7.3230	7.3230	2.1000e-004	0.0000	7.3282
Total	0.0133	0.3763	0.0816	2.1300e-003	0.0633	1.3000e-003	0.0646	0.0173	1.2400e-003	0.0186	0.0000	202.7192	202.7192	5.9100e-003	0.0000	202.8668

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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	tons/yr										MT/yr					
Fugitive Dust					0.0858	0.0000	0.0858	0.0413	0.0000	0.0413	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0231	0.1304	1.0228	1.8100e-003		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	159.3162	159.3162	0.0515	0.0000	160.6044
Total	0.0231	0.1304	1.0228	1.8100e-003	0.0858	2.9700e-003	0.0888	0.0413	2.9700e-003	0.0443	0.0000	159.3162	159.3162	0.0515	0.0000	160.6044

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.4600e-003	0.3732	0.0539	2.0500e-003	0.0539	1.2500e-003	0.0552	0.0148	1.1900e-003	0.0160	0.0000	195.3962	195.3962	5.7000e-003	0.0000	195.5387
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7900e-003	3.0200e-003	0.0277	8.0000e-005	9.3800e-003	5.0000e-005	9.4300e-003	2.4900e-003	5.0000e-005	2.5400e-003	0.0000	7.3230	7.3230	2.1000e-004	0.0000	7.3282
Total	0.0133	0.3763	0.0816	2.1300e-003	0.0633	1.3000e-003	0.0646	0.0173	1.2400e-003	0.0186	0.0000	202.7192	202.7192	5.9100e-003	0.0000	202.8668

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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	tons/yr										MT/yr					
Off-Road	1.5095	15.4998	15.6810	0.0261		0.7899	0.7899		0.7267	0.7267	0.0000	2,292.671 1	2,292.671 1	0.7415	0.0000	2,311.208 5
Total	1.5095	15.4998	15.6810	0.0261		0.7899	0.7899		0.7267	0.7267	0.0000	2,292.671 1	2,292.671 1	0.7415	0.0000	2,311.208 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	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	3.1700e-003	0.1033	0.0235	3.2000e-004	7.2200e-003	1.3000e-004	7.3600e-003	2.0900e-003	1.3000e-004	2.2100e-003	0.0000	30.7322	30.7322	2.6900e-003	0.0000	30.7995
Worker	0.0158	0.0126	0.1153	3.4000e-004	0.0390	2.2000e-004	0.0392	0.0104	2.1000e-004	0.0106	0.0000	30.4383	30.4383	8.6000e-004	0.0000	30.4597
Total	0.0189	0.1159	0.1388	6.6000e-004	0.0462	3.5000e-004	0.0466	0.0124	3.4000e-004	0.0128	0.0000	61.1705	61.1705	3.5500e-003	0.0000	61.2593

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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	tons/yr										MT/yr					
Off-Road	0.3198	1.3856	17.3509	0.0261		0.0426	0.0426		0.0426	0.0426	0.0000	2,292.6684	2,292.6684	0.7415	0.0000	2,311.2058
Total	0.3198	1.3856	17.3509	0.0261		0.0426	0.0426		0.0426	0.0426	0.0000	2,292.6684	2,292.6684	0.7415	0.0000	2,311.2058

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	3.1700e-003	0.1033	0.0235	3.2000e-004	7.2200e-003	1.3000e-004	7.3600e-003	2.0900e-003	1.3000e-004	2.2100e-003	0.0000	30.7322	30.7322	2.6900e-003	0.0000	30.7995
Worker	0.0158	0.0126	0.1153	3.4000e-004	0.0390	2.2000e-004	0.0392	0.0104	2.1000e-004	0.0106	0.0000	30.4383	30.4383	8.6000e-004	0.0000	30.4597
Total	0.0189	0.1159	0.1388	6.6000e-004	0.0462	3.5000e-004	0.0466	0.0124	3.4000e-004	0.0128	0.0000	61.1705	61.1705	3.5500e-003	0.0000	61.2593

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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	0.3829	3.8719	4.2214	7.1000e-003		0.1911	0.1911		0.1758	0.1758	0.0000	623.8097	623.8097	0.2018	0.0000	628.8535
Total	0.3829	3.8719	4.2214	7.1000e-003		0.1911	0.1911		0.1758	0.1758	0.0000	623.8097	623.8097	0.2018	0.0000	628.8535

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	6.9000e-004	0.0217	5.4600e-003	9.0000e-005	1.9600e-003	2.0000e-005	1.9800e-003	5.7000e-004	2.0000e-005	5.8000e-004	0.0000	8.1475	8.1475	5.3000e-004	0.0000	8.1608
Worker	4.0100e-003	3.0600e-003	0.0285	9.0000e-005	0.0106	6.0000e-005	0.0107	2.8100e-003	5.0000e-005	2.8700e-003	0.0000	7.9667	7.9667	2.1000e-004	0.0000	7.9719
Total	4.7000e-003	0.0248	0.0339	1.8000e-004	0.0126	8.0000e-005	0.0126	3.3800e-003	7.0000e-005	3.4500e-003	0.0000	16.1142	16.1142	7.4000e-004	0.0000	16.1327

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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	tons/yr										MT/yr					
Off-Road	0.0870	0.3768	4.7189	7.1000e-003		0.0116	0.0116		0.0116	0.0116	0.0000	623.8090	623.8090	0.2018	0.0000	628.8528
Total	0.0870	0.3768	4.7189	7.1000e-003		0.0116	0.0116		0.0116	0.0116	0.0000	623.8090	623.8090	0.2018	0.0000	628.8528

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	6.9000e-004	0.0217	5.4600e-003	9.0000e-005	1.9600e-003	2.0000e-005	1.9800e-003	5.7000e-004	2.0000e-005	5.8000e-004	0.0000	8.1475	8.1475	5.3000e-004	0.0000	8.1608
Worker	4.0100e-003	3.0600e-003	0.0285	9.0000e-005	0.0106	6.0000e-005	0.0107	2.8100e-003	5.0000e-005	2.8700e-003	0.0000	7.9667	7.9667	2.1000e-004	0.0000	7.9719
Total	4.7000e-003	0.0248	0.0339	1.8000e-004	0.0126	8.0000e-005	0.0126	3.3800e-003	7.0000e-005	3.4500e-003	0.0000	16.1142	16.1142	7.4000e-004	0.0000	16.1327

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Unmitigated	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	428.24	81.10	41.78	1,249,591	1,249,591
Total	428.24	81.10	41.78	1,249,591	1,249,591

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
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.545462	0.034783	0.175214	0.104547	0.016326	0.005139	0.008963	0.095912	0.001419	0.002092	0.008487	0.000707	0.000948

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	141.2292	141.2292	0.0000	0.0000	141.2292
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	151.0512	151.0512	0.0000	0.0000	151.0512
NaturalGas Mitigated	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592
NaturalGas Unmitigated	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571

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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					
General Light Industry	1.99619e+006	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571
Total		0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571

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					
General Light Industry	1.71307e+006	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592
Total		9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592

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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			
General Light Industry	623616	151.0512	0.0000	0.0000	151.0512
Total		151.0512	0.0000	0.0000	151.0512

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	583066	141.2292	0.0000	0.0000	141.2292
Total		141.2292	0.0000	0.0000	141.2292

6.0 Area Detail**6.1 Mitigation Measures Area**

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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	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Unmitigated	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-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	0.0712					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2400					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Total	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-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	0.0712					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2400					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Total	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	180.3867	0.0000	0.0000	180.3867
Unmitigated	180.3867	0.0000	0.0000	180.3867

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 67.0322	180.3867	0.0000	0.0000	180.3867
Total		180.3867	0.0000	0.0000	180.3867

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 67.0322	180.3867	0.0000	0.0000	180.3867
Total		180.3867	0.0000	0.0000	180.3867

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.4659	0.9140	0.0000	38.3161
Unmitigated	15.4659	0.9140	0.0000	38.3161

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	76.19	15.4659	0.9140	0.0000	38.3161
Total		15.4659	0.9140	0.0000	38.3161

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	76.19	15.4659	0.9140	0.0000	38.3161
Total		15.4659	0.9140	0.0000	38.3161

9.0 Operational Offroad

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

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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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11.0 Vegetation

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	30
Climate Zone	10			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	534	CH4 Intensity (lb/MW hr)	0	N2O Intensity (lb/MW hr)	0

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - PER SCE 2019 Sustainability Report

Land Use -

Construction Phase - operation run

Off-road Equipment - operation run

Grading - operation run

Trips and VMT - operation run

On-road Fugitive Dust - operation run

Vehicle Trips - Total 40 trips per year

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Energy Use - No energy use

Water And Wastewater - 4.5 af = 1466329.5 gallon

Solid Waste - no solid waste

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	0.00
tblConstructionPhase	PhaseEndDate	3/8/2022	3/7/2022
tblEnergyUse	LightingElect	2.93	0.00
tblEnergyUse	NT24E	5.02	0.00
tblEnergyUse	NT24NG	17.13	0.00
tblEnergyUse	T24E	2.20	0.00
tblEnergyUse	T24NG	15.36	0.00
tblGrading	MaterialMoistureContentBulldozing	7.90	0.00
tblGrading	MaterialMoistureContentTruckLoading	12.00	0.00
tblGrading	MaterialSiltContent	6.90	0.00
tblGrading	MeanVehicleSpeed	7.10	0.00

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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOnRoadDust	HaulingPercentPave	100.00	0.00
tblOnRoadDust	VendorPercentPave	100.00	0.00
tblOnRoadDust	WorkerPercentPave	100.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	1.24	0.00
tblVehicleEF	HHD	1.43	0.03
tblVehicleEF	HHD	2.4200e-003	0.06
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tblVehicleEF	HHD	1,337.11	1,311.47
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tblVehicleEF	HHD	3.4380e-003	3.0350e-003

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tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
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tblVehicleEF	HHD	3.8000e-005	1.0000e-006
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tblVehicleEF	HHD	8.9670e-003	8.9160e-003
tblVehicleEF	HHD	4.5970e-003	0.02
tblVehicleEF	HHD	3.5000e-005	1.0000e-006
tblVehicleEF	HHD	5.5000e-005	3.0000e-006
tblVehicleEF	HHD	1.9530e-003	8.8000e-005
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tblVehicleEF	HHD	3.0000e-005	2.0000e-006
tblVehicleEF	HHD	0.03	0.02
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tblVehicleEF	HHD	0.03	1.0000e-006
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tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	5.6000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	3.0000e-006
tblVehicleEF	HHD	1.9530e-003	8.8000e-005
tblVehicleEF	HHD	0.92	0.67
tblVehicleEF	HHD	3.0000e-005	2.0000e-006
tblVehicleEF	HHD	0.04	0.08
tblVehicleEF	HHD	1.1200e-004	3.6000e-005
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	1.35	0.03

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tblVehicleEF	HHD	2.4330e-003	0.06
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tblVehicleEF	HHD	8.9670e-003	8.9160e-003
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tblVehicleEF	HHD	1.1600e-004	3.7000e-005

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tblVehicleEF	HHD	0.03	1.0000e-006
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tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	5.4000e-005	0.00
tblVehicleEF	HHD	1.2100e-004	6.0000e-006
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tblVehicleEF	HHD	4.8050e-003	0.03

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tblVehicleEF	HHD	3.8000e-005	1.0000e-006
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tblVehicleEF	HHD	3.5000e-005	1.0000e-006
tblVehicleEF	HHD	5.8000e-005	3.0000e-006
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tblVehicleEF	HHD	1.2000e-004	3.8000e-005
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tblVehicleEF	HHD	2.8000e-005	2.0000e-006
tblVehicleEF	HHD	0.04	0.08
tblVehicleEF	HHD	1.2000e-004	3.8000e-005
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tblVehicleEF	LDA	236.14	256.62
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tblVehicleEF	LDA	0.03	0.05
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tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.3650e-003	2.5070e-003
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tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.02
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tblVehicleEF	LDA	0.66	0.74
tblVehicleEF	LDA	0.97	1.74
tblVehicleEF	LDA	261.78	280.21

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tblVehicleEF	LDA	54.91	52.21
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.07	0.16
tblVehicleEF	LDA	1.5110e-003	1.3790e-003
tblVehicleEF	LDA	2.2680e-003	1.7810e-003
tblVehicleEF	LDA	1.3920e-003	1.2700e-003
tblVehicleEF	LDA	2.0860e-003	1.6370e-003
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	0.01	9.0940e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.06	0.17
tblVehicleEF	LDA	2.6230e-003	2.7380e-003
tblVehicleEF	LDA	5.6500e-004	5.1000e-004
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.07	0.19
tblVehicleEF	LDA	3.7040e-003	2.0850e-003
tblVehicleEF	LDA	5.2730e-003	0.05
tblVehicleEF	LDA	0.48	0.57
tblVehicleEF	LDA	1.13	2.06
tblVehicleEF	LDA	228.76	251.09
tblVehicleEF	LDA	54.91	52.83

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tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.08	0.17
tblVehicleEF	LDA	1.5110e-003	1.3790e-003
tblVehicleEF	LDA	2.2680e-003	1.7810e-003
tblVehicleEF	LDA	1.3920e-003	1.2700e-003
tblVehicleEF	LDA	2.0860e-003	1.6370e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	9.3000e-003	7.8090e-003
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.2900e-003	2.4530e-003
tblVehicleEF	LDA	5.6800e-004	5.1600e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.08	0.23
tblVehicleEF	LDT1	0.01	6.0730e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.40	1.27
tblVehicleEF	LDT1	3.66	2.35
tblVehicleEF	LDT1	296.40	304.65
tblVehicleEF	LDT1	69.01	64.36
tblVehicleEF	LDT1	0.17	0.11

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tblVehicleEF	LDT1	0.22	0.28
tblVehicleEF	LDT1	2.2950e-003	2.0140e-003
tblVehicleEF	LDT1	3.5260e-003	2.6470e-003
tblVehicleEF	LDT1	2.1140e-003	1.8530e-003
tblVehicleEF	LDT1	3.2420e-003	2.4340e-003
tblVehicleEF	LDT1	0.18	0.18
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.20	0.10
tblVehicleEF	LDT1	0.26	0.39
tblVehicleEF	LDT1	2.9820e-003	2.9770e-003
tblVehicleEF	LDT1	7.5500e-004	6.2900e-004
tblVehicleEF	LDT1	0.18	0.18
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.20	0.10
tblVehicleEF	LDT1	0.28	0.43
tblVehicleEF	LDT1	0.02	6.8930e-003
tblVehicleEF	LDT1	0.02	0.06
tblVehicleEF	LDT1	1.73	1.54
tblVehicleEF	LDT1	3.00	1.95
tblVehicleEF	LDT1	327.18	329.24
tblVehicleEF	LDT1	69.01	63.50
tblVehicleEF	LDT1	0.15	0.10
tblVehicleEF	LDT1	0.21	0.26

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tblVehicleEF	LDT1	2.2950e-003	2.0140e-003
tblVehicleEF	LDT1	3.5260e-003	2.6470e-003
tblVehicleEF	LDT1	2.1140e-003	1.8530e-003
tblVehicleEF	LDT1	3.2420e-003	2.4340e-003
tblVehicleEF	LDT1	0.41	0.36
tblVehicleEF	LDT1	0.42	0.30
tblVehicleEF	LDT1	0.30	0.27
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.20	0.10
tblVehicleEF	LDT1	0.21	0.33
tblVehicleEF	LDT1	3.2950e-003	3.2180e-003
tblVehicleEF	LDT1	7.4300e-004	6.2100e-004
tblVehicleEF	LDT1	0.41	0.36
tblVehicleEF	LDT1	0.42	0.30
tblVehicleEF	LDT1	0.30	0.27
tblVehicleEF	LDT1	0.06	0.04
tblVehicleEF	LDT1	0.20	0.10
tblVehicleEF	LDT1	0.23	0.36
tblVehicleEF	LDT1	0.01	5.9330e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.31	1.21
tblVehicleEF	LDT1	3.50	2.31
tblVehicleEF	LDT1	287.55	298.83
tblVehicleEF	LDT1	69.01	64.28
tblVehicleEF	LDT1	0.16	0.10
tblVehicleEF	LDT1	0.22	0.27
tblVehicleEF	LDT1	2.2950e-003	2.0140e-003

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tblVehicleEF	LDT1	3.5260e-003	2.6470e-003
tblVehicleEF	LDT1	2.1140e-003	1.8530e-003
tblVehicleEF	LDT1	3.2420e-003	2.4340e-003
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.37	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.23	0.12
tblVehicleEF	LDT1	0.25	0.39
tblVehicleEF	LDT1	2.8920e-003	2.9200e-003
tblVehicleEF	LDT1	7.5200e-004	6.2800e-004
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.37	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.23	0.12
tblVehicleEF	LDT1	0.27	0.42
tblVehicleEF	LDT2	5.9250e-003	3.7960e-003
tblVehicleEF	LDT2	8.2720e-003	0.07
tblVehicleEF	LDT2	0.73	0.89
tblVehicleEF	LDT2	1.69	2.69
tblVehicleEF	LDT2	331.93	323.22
tblVehicleEF	LDT2	76.99	68.56
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.15	0.28
tblVehicleEF	LDT2	1.5700e-003	1.4520e-003
tblVehicleEF	LDT2	2.4400e-003	1.8710e-003

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tblVehicleEF	LDT2	1.4430e-003	1.3370e-003
tblVehicleEF	LDT2	2.2430e-003	1.7200e-003
tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.11	0.32
tblVehicleEF	LDT2	3.3250e-003	3.1580e-003
tblVehicleEF	LDT2	7.9900e-004	6.7000e-004
tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.12	0.35
tblVehicleEF	LDT2	6.8820e-003	4.3360e-003
tblVehicleEF	LDT2	6.7320e-003	0.06
tblVehicleEF	LDT2	0.92	1.08
tblVehicleEF	LDT2	1.39	2.22
tblVehicleEF	LDT2	367.14	346.91
tblVehicleEF	LDT2	76.99	67.64
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.14	0.26
tblVehicleEF	LDT2	1.5700e-003	1.4520e-003
tblVehicleEF	LDT2	2.4400e-003	1.8710e-003
tblVehicleEF	LDT2	1.4430e-003	1.3370e-003

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tblVehicleEF	LDT2	2.2430e-003	1.7200e-003
tblVehicleEF	LDT2	0.15	0.20
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.09	0.27
tblVehicleEF	LDT2	3.6800e-003	3.3900e-003
tblVehicleEF	LDT2	7.9300e-004	6.6100e-004
tblVehicleEF	LDT2	0.15	0.20
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.10	0.29
tblVehicleEF	LDT2	5.7150e-003	3.7060e-003
tblVehicleEF	LDT2	8.0550e-003	0.07
tblVehicleEF	LDT2	0.67	0.84
tblVehicleEF	LDT2	1.62	2.64
tblVehicleEF	LDT2	321.80	317.60
tblVehicleEF	LDT2	76.99	68.48
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.14	0.28
tblVehicleEF	LDT2	1.5700e-003	1.4520e-003
tblVehicleEF	LDT2	2.4400e-003	1.8710e-003
tblVehicleEF	LDT2	1.4430e-003	1.3370e-003
tblVehicleEF	LDT2	2.2430e-003	1.7200e-003

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tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.09	0.07
tblVehicleEF	LDT2	0.11	0.32
tblVehicleEF	LDT2	3.2230e-003	3.1030e-003
tblVehicleEF	LDT2	7.9700e-004	6.6900e-004
tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.09	0.07
tblVehicleEF	LDT2	0.12	0.35
tblVehicleEF	LHD1	4.8410e-003	4.7400e-003
tblVehicleEF	LHD1	0.01	5.8910e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.16	0.80
tblVehicleEF	LHD1	2.52	1.00
tblVehicleEF	LHD1	9.34	9.29
tblVehicleEF	LHD1	604.29	639.64
tblVehicleEF	LHD1	28.15	10.59
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.38	1.40
tblVehicleEF	LHD1	0.93	0.30
tblVehicleEF	LHD1	1.0450e-003	9.6300e-004

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tblVehicleEF	LHD1	0.01	9.9840e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.2500e-004	2.5100e-004
tblVehicleEF	LHD1	1.0000e-003	9.2200e-004
tblVehicleEF	LHD1	2.5730e-003	2.4960e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.5000e-004	2.3100e-004
tblVehicleEF	LHD1	3.8990e-003	3.0110e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7570e-003	1.4760e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.38	0.23
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD1	9.3000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9200e-003	6.2250e-003
tblVehicleEF	LHD1	3.2900e-004	1.0500e-004
tblVehicleEF	LHD1	3.8990e-003	3.0110e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7570e-003	1.4760e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.38	0.23
tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	4.8410e-003	4.7550e-003
tblVehicleEF	LHD1	0.01	6.0290e-003
tblVehicleEF	LHD1	0.02	0.01

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tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.18	0.82
tblVehicleEF	LHD1	2.33	0.93
tblVehicleEF	LHD1	9.34	9.29
tblVehicleEF	LHD1	604.29	639.67
tblVehicleEF	LHD1	28.15	10.48
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.23	1.31
tblVehicleEF	LHD1	0.88	0.28
tblVehicleEF	LHD1	1.0450e-003	9.6300e-004
tblVehicleEF	LHD1	0.01	9.9840e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.2500e-004	2.5100e-004
tblVehicleEF	LHD1	1.0000e-003	9.2200e-004
tblVehicleEF	LHD1	2.5730e-003	2.4960e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.5000e-004	2.3100e-004
tblVehicleEF	LHD1	8.4080e-003	5.9530e-003
tblVehicleEF	LHD1	0.14	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	4.6370e-003	3.3570e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.39	0.23
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.3000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9210e-003	6.2250e-003
tblVehicleEF	LHD1	3.2500e-004	1.0400e-004

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tblVehicleEF	LHD1	8.4080e-003	5.9530e-003
tblVehicleEF	LHD1	0.14	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	4.6370e-003	3.3570e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.39	0.23
tblVehicleEF	LHD1	0.26	0.08
tblVehicleEF	LHD1	4.8410e-003	4.7430e-003
tblVehicleEF	LHD1	0.01	5.9060e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.17	0.80
tblVehicleEF	LHD1	2.45	0.98
tblVehicleEF	LHD1	9.34	9.29
tblVehicleEF	LHD1	604.29	639.64
tblVehicleEF	LHD1	28.15	10.56
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.34	1.37
tblVehicleEF	LHD1	0.91	0.29
tblVehicleEF	LHD1	1.0450e-003	9.6300e-004
tblVehicleEF	LHD1	0.01	9.9840e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.2500e-004	2.5100e-004
tblVehicleEF	LHD1	1.0000e-003	9.2200e-004
tblVehicleEF	LHD1	2.5730e-003	2.4960e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.5000e-004	2.3100e-004

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tblVehicleEF	LHD1	4.4590e-003	3.3060e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.6670e-003	1.4540e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.41	0.25
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD1	9.3000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9200e-003	6.2250e-003
tblVehicleEF	LHD1	3.2800e-004	1.0500e-004
tblVehicleEF	LHD1	4.4590e-003	3.3060e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.6670e-003	1.4540e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.41	0.25
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD2	3.0870e-003	3.2120e-003
tblVehicleEF	LHD2	3.9950e-003	3.8080e-003
tblVehicleEF	LHD2	6.5230e-003	8.8900e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.50	0.51
tblVehicleEF	LHD2	1.03	0.59
tblVehicleEF	LHD2	14.62	14.47
tblVehicleEF	LHD2	590.32	639.77
tblVehicleEF	LHD2	21.16	7.60
tblVehicleEF	LHD2	0.12	0.11

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tblVehicleEF	LHD2	1.56	1.50
tblVehicleEF	LHD2	0.43	0.19
tblVehicleEF	LHD2	1.3500e-003	1.4160e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5400e-004	1.2000e-004
tblVehicleEF	LHD2	1.2920e-003	1.3540e-003
tblVehicleEF	LHD2	2.7200e-003	2.6970e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2500e-004	1.1000e-004
tblVehicleEF	LHD2	1.1090e-003	1.4710e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	5.5100e-004	7.7000e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.4200e-004	1.3800e-004
tblVehicleEF	LHD2	5.7320e-003	6.1710e-003
tblVehicleEF	LHD2	2.3000e-004	7.5000e-005
tblVehicleEF	LHD2	1.1090e-003	1.4710e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.5100e-004	7.7000e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.10	0.05

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tblVehicleEF	LHD2	3.0870e-003	3.2210e-003
tblVehicleEF	LHD2	4.0530e-003	3.8460e-003
tblVehicleEF	LHD2	6.1740e-003	8.4910e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.51	0.51
tblVehicleEF	LHD2	0.95	0.55
tblVehicleEF	LHD2	14.62	14.47
tblVehicleEF	LHD2	590.32	639.78
tblVehicleEF	LHD2	21.16	7.54
tblVehicleEF	LHD2	0.12	0.11
tblVehicleEF	LHD2	1.47	1.41
tblVehicleEF	LHD2	0.41	0.18
tblVehicleEF	LHD2	1.3500e-003	1.4160e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5400e-004	1.2000e-004
tblVehicleEF	LHD2	1.2920e-003	1.3540e-003
tblVehicleEF	LHD2	2.7200e-003	2.6970e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2500e-004	1.1000e-004
tblVehicleEF	LHD2	2.3660e-003	2.8510e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.4270e-003	1.6830e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.08	0.04

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tblVehicleEF	LHD2	1.4200e-004	1.3800e-004
tblVehicleEF	LHD2	5.7320e-003	6.1710e-003
tblVehicleEF	LHD2	2.2900e-004	7.5000e-005
tblVehicleEF	LHD2	2.3660e-003	2.8510e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4270e-003	1.6830e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	3.0870e-003	3.2130e-003
tblVehicleEF	LHD2	4.0040e-003	3.8130e-003
tblVehicleEF	LHD2	6.4260e-003	8.8150e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.50	0.51
tblVehicleEF	LHD2	1.00	0.58
tblVehicleEF	LHD2	14.62	14.47
tblVehicleEF	LHD2	590.32	639.77
tblVehicleEF	LHD2	21.16	7.59
tblVehicleEF	LHD2	0.12	0.11
tblVehicleEF	LHD2	1.54	1.47
tblVehicleEF	LHD2	0.42	0.19
tblVehicleEF	LHD2	1.3500e-003	1.4160e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5400e-004	1.2000e-004
tblVehicleEF	LHD2	1.2920e-003	1.3540e-003

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tblVehicleEF	LHD2	2.7200e-003	2.6970e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2500e-004	1.1000e-004
tblVehicleEF	LHD2	1.1910e-003	1.5290e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	5.1400e-004	7.5000e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.08	0.11
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.4200e-004	1.3800e-004
tblVehicleEF	LHD2	5.7320e-003	6.1710e-003
tblVehicleEF	LHD2	2.3000e-004	7.5000e-005
tblVehicleEF	LHD2	1.1910e-003	1.5290e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.1400e-004	7.5000e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.11
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	MCY	0.41	0.33
tblVehicleEF	MCY	0.16	0.25
tblVehicleEF	MCY	20.89	20.35
tblVehicleEF	MCY	10.17	8.81
tblVehicleEF	MCY	165.43	210.81
tblVehicleEF	MCY	46.38	61.22
tblVehicleEF	MCY	1.18	1.16

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tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	1.8100e-003	1.8550e-003
tblVehicleEF	MCY	3.6520e-003	2.9310e-003
tblVehicleEF	MCY	1.6940e-003	1.7350e-003
tblVehicleEF	MCY	3.4440e-003	2.7590e-003
tblVehicleEF	MCY	1.52	1.45
tblVehicleEF	MCY	0.88	0.83
tblVehicleEF	MCY	0.85	0.79
tblVehicleEF	MCY	2.14	2.21
tblVehicleEF	MCY	0.38	0.41
tblVehicleEF	MCY	2.21	1.89
tblVehicleEF	MCY	2.0560e-003	2.0860e-003
tblVehicleEF	MCY	6.9500e-004	6.0600e-004
tblVehicleEF	MCY	1.52	1.45
tblVehicleEF	MCY	0.88	0.83
tblVehicleEF	MCY	0.85	0.79
tblVehicleEF	MCY	2.63	2.72
tblVehicleEF	MCY	0.38	0.41
tblVehicleEF	MCY	2.41	2.06
tblVehicleEF	MCY	0.40	0.32
tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	21.16	20.49
tblVehicleEF	MCY	9.15	7.97
tblVehicleEF	MCY	165.43	210.83
tblVehicleEF	MCY	46.38	58.99
tblVehicleEF	MCY	0.99	0.99
tblVehicleEF	MCY	0.29	0.25

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tblVehicleEF	MCY	1.8100e-003	1.8550e-003
tblVehicleEF	MCY	3.6520e-003	2.9310e-003
tblVehicleEF	MCY	1.6940e-003	1.7350e-003
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tblVehicleEF	MCY	3.66	3.14
tblVehicleEF	MCY	1.46	1.27
tblVehicleEF	MCY	2.58	2.11
tblVehicleEF	MCY	2.09	2.16
tblVehicleEF	MCY	0.39	0.41
tblVehicleEF	MCY	1.87	1.62
tblVehicleEF	MCY	2.0590e-003	2.0860e-003
tblVehicleEF	MCY	6.6800e-004	5.8400e-004
tblVehicleEF	MCY	3.66	3.14
tblVehicleEF	MCY	1.46	1.27
tblVehicleEF	MCY	2.58	2.11
tblVehicleEF	MCY	2.56	2.65
tblVehicleEF	MCY	0.39	0.41
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.40	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.73	19.44
tblVehicleEF	MCY	9.54	8.46
tblVehicleEF	MCY	165.43	209.24
tblVehicleEF	MCY	46.38	60.43
tblVehicleEF	MCY	1.13	1.12
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8100e-003	1.8550e-003

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tblVehicleEF	MCY	3.6520e-003	2.9310e-003
tblVehicleEF	MCY	1.6940e-003	1.7350e-003
tblVehicleEF	MCY	3.4440e-003	2.7590e-003
tblVehicleEF	MCY	1.91	1.70
tblVehicleEF	MCY	1.20	1.11
tblVehicleEF	MCY	0.71	0.71
tblVehicleEF	MCY	2.10	2.18
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	2.08	1.82
tblVehicleEF	MCY	2.0370e-003	2.0710e-003
tblVehicleEF	MCY	6.8100e-004	5.9800e-004
tblVehicleEF	MCY	1.91	1.70
tblVehicleEF	MCY	1.20	1.11
tblVehicleEF	MCY	0.71	0.71
tblVehicleEF	MCY	2.58	2.68
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	2.27	1.98
tblVehicleEF	MDV	0.01	4.8920e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.25	1.03
tblVehicleEF	MDV	3.24	3.16
tblVehicleEF	MDV	460.86	403.07
tblVehicleEF	MDV	104.76	85.11
tblVehicleEF	MDV	0.19	0.10
tblVehicleEF	MDV	0.34	0.35
tblVehicleEF	MDV	1.6900e-003	1.5480e-003
tblVehicleEF	MDV	2.5080e-003	1.9490e-003

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tblVehicleEF	MDV	1.5590e-003	1.4280e-003
tblVehicleEF	MDV	2.3060e-003	1.7920e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	0.25	0.41
tblVehicleEF	MDV	4.6180e-003	3.9360e-003
tblVehicleEF	MDV	1.1050e-003	8.3200e-004
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	0.27	0.45
tblVehicleEF	MDV	0.01	5.5990e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.57	1.25
tblVehicleEF	MDV	2.66	2.61
tblVehicleEF	MDV	508.28	428.20
tblVehicleEF	MDV	104.76	84.00
tblVehicleEF	MDV	0.17	0.09
tblVehicleEF	MDV	0.32	0.33
tblVehicleEF	MDV	1.6900e-003	1.5480e-003
tblVehicleEF	MDV	2.5080e-003	1.9490e-003
tblVehicleEF	MDV	1.5590e-003	1.4280e-003

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tblVehicleEF	MDV	2.3060e-003	1.7920e-003
tblVehicleEF	MDV	0.23	0.23
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	0.20	0.35
tblVehicleEF	MDV	5.0960e-003	4.1820e-003
tblVehicleEF	MDV	1.0940e-003	8.2100e-004
tblVehicleEF	MDV	0.23	0.23
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.05	0.03
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	0.22	0.38
tblVehicleEF	MDV	0.01	4.7660e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.16	0.97
tblVehicleEF	MDV	3.09	3.11
tblVehicleEF	MDV	447.25	397.12
tblVehicleEF	MDV	104.76	85.02
tblVehicleEF	MDV	0.17	0.10
tblVehicleEF	MDV	0.33	0.35
tblVehicleEF	MDV	1.6900e-003	1.5480e-003
tblVehicleEF	MDV	2.5080e-003	1.9490e-003
tblVehicleEF	MDV	1.5590e-003	1.4280e-003
tblVehicleEF	MDV	2.3060e-003	1.7920e-003

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tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.14	0.07
tblVehicleEF	MDV	0.24	0.41
tblVehicleEF	MDV	4.4800e-003	3.8780e-003
tblVehicleEF	MDV	1.1020e-003	8.3100e-004
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.14	0.07
tblVehicleEF	MDV	0.26	0.45
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.22	1.31
tblVehicleEF	MH	6.46	2.12
tblVehicleEF	MH	971.20	1,476.34
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tblVehicleEF	MH	0.93	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1810e-003	2.5200e-004
tblVehicleEF	MH	3.2260e-003	3.2820e-003
tblVehicleEF	MH	0.04	0.04

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tblVehicleEF	MH	1.0860e-003	2.3200e-004
tblVehicleEF	MH	1.55	1.13
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.49	0.40
tblVehicleEF	MH	0.10	0.06
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.6550e-003	0.01
tblVehicleEF	MH	7.0300e-004	1.8600e-004
tblVehicleEF	MH	1.55	1.13
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.49	0.40
tblVehicleEF	MH	0.14	0.08
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.41	0.11
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.36	1.36
tblVehicleEF	MH	5.78	1.94
tblVehicleEF	MH	971.20	1,476.41
tblVehicleEF	MH	59.05	18.45
tblVehicleEF	MH	1.42	1.43
tblVehicleEF	MH	0.88	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1810e-003	2.5200e-004
tblVehicleEF	MH	3.2260e-003	3.2820e-003

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tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.0860e-003	2.3200e-004
tblVehicleEF	MH	3.36	2.24
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	1.37	0.95
tblVehicleEF	MH	0.11	0.06
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.34	0.09
tblVehicleEF	MH	9.6580e-003	0.01
tblVehicleEF	MH	6.9100e-004	1.8300e-004
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tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.38	0.10
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.32
tblVehicleEF	MH	6.30	2.10
tblVehicleEF	MH	971.20	1,476.34
tblVehicleEF	MH	59.05	18.73
tblVehicleEF	MH	1.52	1.52
tblVehicleEF	MH	0.91	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1810e-003	2.5200e-004

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tblVehicleEF	MH	3.2260e-003	3.2820e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.0860e-003	2.3200e-004
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tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.49	0.40
tblVehicleEF	MH	0.10	0.06
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.6560e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.8500e-004
tblVehicleEF	MH	1.91	1.31
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tblVehicleEF	MH	0.14	0.08
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.40	0.11
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tblVehicleEF	MHD	4.3060e-003	1.3810e-003
tblVehicleEF	MHD	0.05	8.3340e-003
tblVehicleEF	MHD	0.42	0.34
tblVehicleEF	MHD	0.29	0.18
tblVehicleEF	MHD	7.01	0.93
tblVehicleEF	MHD	105.80	65.85
tblVehicleEF	MHD	1,012.07	964.19
tblVehicleEF	MHD	74.31	8.18
tblVehicleEF	MHD	0.27	0.37

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tblVehicleEF	MHD	0.34	0.98
tblVehicleEF	MHD	7.99	1.74
tblVehicleEF	MHD	9.3000e-005	3.3600e-004
tblVehicleEF	MHD	2.2990e-003	7.7530e-003
tblVehicleEF	MHD	1.0510e-003	9.6000e-005
tblVehicleEF	MHD	8.9000e-005	3.2200e-004
tblVehicleEF	MHD	2.1910e-003	7.4140e-003
tblVehicleEF	MHD	9.6600e-004	8.9000e-005
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tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	8.4400e-004	2.8100e-004
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.42	0.04
tblVehicleEF	MHD	1.0240e-003	6.2500e-004
tblVehicleEF	MHD	9.7600e-003	9.1890e-003
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tblVehicleEF	MHD	1.7710e-003	5.4500e-004
tblVehicleEF	MHD	0.06	0.02
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tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.46	0.05
tblVehicleEF	MHD	0.01	3.0020e-003
tblVehicleEF	MHD	4.4380e-003	1.4140e-003

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tblVehicleEF	MHD	0.04	7.9510e-003
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tblVehicleEF	MHD	0.29	0.19
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tblVehicleEF	MHD	112.04	65.73
tblVehicleEF	MHD	1,012.07	964.20
tblVehicleEF	MHD	74.31	8.08
tblVehicleEF	MHD	0.28	0.36
tblVehicleEF	MHD	0.31	0.92
tblVehicleEF	MHD	7.93	1.74
tblVehicleEF	MHD	7.9000e-005	2.8600e-004
tblVehicleEF	MHD	2.2990e-003	7.7530e-003
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tblVehicleEF	MHD	7.5000e-005	2.7400e-004
tblVehicleEF	MHD	2.1910e-003	7.4140e-003
tblVehicleEF	MHD	9.6600e-004	8.9000e-005
tblVehicleEF	MHD	3.8440e-003	1.0730e-003
tblVehicleEF	MHD	0.07	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	2.2730e-003	6.4100e-004
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.40	0.04
tblVehicleEF	MHD	1.0830e-003	6.2400e-004
tblVehicleEF	MHD	9.7600e-003	9.1890e-003
tblVehicleEF	MHD	8.5700e-004	8.0000e-005
tblVehicleEF	MHD	3.8440e-003	1.0730e-003

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tblVehicleEF	MHD	0.07	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	2.2730e-003	6.4100e-004
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tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.44	0.04
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tblVehicleEF	MHD	4.3290e-003	1.3840e-003
tblVehicleEF	MHD	0.05	8.2380e-003
tblVehicleEF	MHD	0.58	0.41
tblVehicleEF	MHD	0.29	0.18
tblVehicleEF	MHD	6.81	0.92
tblVehicleEF	MHD	97.16	66.01
tblVehicleEF	MHD	1,012.07	964.19
tblVehicleEF	MHD	74.31	8.16
tblVehicleEF	MHD	0.26	0.38
tblVehicleEF	MHD	0.34	0.96
tblVehicleEF	MHD	7.97	1.74
tblVehicleEF	MHD	1.1400e-004	4.0500e-004
tblVehicleEF	MHD	2.2990e-003	7.7530e-003
tblVehicleEF	MHD	1.0510e-003	9.6000e-005
tblVehicleEF	MHD	1.0900e-004	3.8700e-004
tblVehicleEF	MHD	2.1910e-003	7.4140e-003
tblVehicleEF	MHD	9.6600e-004	8.9000e-005
tblVehicleEF	MHD	1.9880e-003	5.8500e-004
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.03	0.02

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tblVehicleEF	MHD	7.8900e-004	2.7500e-004
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.42	0.04
tblVehicleEF	MHD	9.4400e-004	6.2600e-004
tblVehicleEF	MHD	9.7600e-003	9.1890e-003
tblVehicleEF	MHD	8.6200e-004	8.1000e-005
tblVehicleEF	MHD	1.9880e-003	5.8500e-004
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	7.8900e-004	2.7500e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.46	0.05
tblVehicleEF	OBUS	0.01	9.0500e-003
tblVehicleEF	OBUS	9.3640e-003	7.0260e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.25	0.49
tblVehicleEF	OBUS	0.55	0.84
tblVehicleEF	OBUS	6.11	2.67
tblVehicleEF	OBUS	46.32	64.20
tblVehicleEF	OBUS	1,007.78	1,447.03
tblVehicleEF	OBUS	72.05	21.60
tblVehicleEF	OBUS	0.07	0.22
tblVehicleEF	OBUS	0.28	0.89
tblVehicleEF	OBUS	1.51	0.65
tblVehicleEF	OBUS	7.0000e-006	7.5000e-005

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tblVehicleEF	OBUS	1.3370e-003	6.2060e-003
tblVehicleEF	OBUS	9.1200e-004	2.3200e-004
tblVehicleEF	OBUS	6.0000e-006	7.2000e-005
tblVehicleEF	OBUS	1.2540e-003	5.9170e-003
tblVehicleEF	OBUS	8.3800e-004	2.1400e-004
tblVehicleEF	OBUS	2.2600e-003	2.7710e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	8.8300e-004	1.1450e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.38	0.13
tblVehicleEF	OBUS	4.5500e-004	6.1300e-004
tblVehicleEF	OBUS	9.9630e-003	0.01
tblVehicleEF	OBUS	8.2800e-004	2.1400e-004
tblVehicleEF	OBUS	2.2600e-003	2.7710e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	8.8300e-004	1.1450e-003
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.41	0.14
tblVehicleEF	OBUS	0.01	9.1220e-003
tblVehicleEF	OBUS	9.6740e-003	7.2340e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.24	0.49
tblVehicleEF	OBUS	0.57	0.86

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tblVehicleEF	OBUS	5.51	2.45
tblVehicleEF	OBUS	48.02	63.54
tblVehicleEF	OBUS	1,007.78	1,447.07
tblVehicleEF	OBUS	72.05	21.23
tblVehicleEF	OBUS	0.08	0.21
tblVehicleEF	OBUS	0.25	0.81
tblVehicleEF	OBUS	1.45	0.64
tblVehicleEF	OBUS	6.0000e-006	6.7000e-005
tblVehicleEF	OBUS	1.3370e-003	6.2060e-003
tblVehicleEF	OBUS	9.1200e-004	2.3200e-004
tblVehicleEF	OBUS	5.0000e-006	6.4000e-005
tblVehicleEF	OBUS	1.2540e-003	5.9170e-003
tblVehicleEF	OBUS	8.3800e-004	2.1400e-004
tblVehicleEF	OBUS	4.8050e-003	5.3950e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	2.3390e-003	2.6270e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.35	0.12
tblVehicleEF	OBUS	4.7100e-004	6.0700e-004
tblVehicleEF	OBUS	9.9630e-003	0.01
tblVehicleEF	OBUS	8.1700e-004	2.1000e-004
tblVehicleEF	OBUS	4.8050e-003	5.3950e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	2.3390e-003	2.6270e-003

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tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.39	0.13
tblVehicleEF	OBUS	0.01	8.9910e-003
tblVehicleEF	OBUS	9.4210e-003	7.0490e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.50
tblVehicleEF	OBUS	0.55	0.84
tblVehicleEF	OBUS	5.98	2.65
tblVehicleEF	OBUS	43.97	65.11
tblVehicleEF	OBUS	1,007.78	1,447.04
tblVehicleEF	OBUS	72.05	21.57
tblVehicleEF	OBUS	0.07	0.24
tblVehicleEF	OBUS	0.27	0.87
tblVehicleEF	OBUS	1.49	0.65
tblVehicleEF	OBUS	8.0000e-006	8.7000e-005
tblVehicleEF	OBUS	1.3370e-003	6.2060e-003
tblVehicleEF	OBUS	9.1200e-004	2.3200e-004
tblVehicleEF	OBUS	8.0000e-006	8.3000e-005
tblVehicleEF	OBUS	1.2540e-003	5.9170e-003
tblVehicleEF	OBUS	8.3800e-004	2.1400e-004
tblVehicleEF	OBUS	2.3740e-003	2.9680e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	8.4200e-004	1.1520e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.06	0.09

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tblVehicleEF	OBUS	0.37	0.13
tblVehicleEF	OBUS	4.3200e-004	6.2200e-004
tblVehicleEF	OBUS	9.9630e-003	0.01
tblVehicleEF	OBUS	8.2500e-004	2.1300e-004
tblVehicleEF	OBUS	2.3740e-003	2.9680e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	8.4200e-004	1.1520e-003
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	0.41	0.14
tblVehicleEF	SBUS	0.85	0.04
tblVehicleEF	SBUS	0.01	6.3500e-003
tblVehicleEF	SBUS	0.07	4.2050e-003
tblVehicleEF	SBUS	6.27	1.97
tblVehicleEF	SBUS	0.67	0.53
tblVehicleEF	SBUS	5.99	0.56
tblVehicleEF	SBUS	1,224.98	335.22
tblVehicleEF	SBUS	1,087.63	1,114.40
tblVehicleEF	SBUS	40.86	3.30
tblVehicleEF	SBUS	10.83	3.25
tblVehicleEF	SBUS	4.17	4.79
tblVehicleEF	SBUS	14.36	1.01
tblVehicleEF	SBUS	0.01	3.6370e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	6.4200e-004	3.1000e-005

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tblVehicleEF	SBUS	0.01	3.4800e-003
tblVehicleEF	SBUS	2.6840e-003	2.7580e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.9000e-004	2.8000e-005
tblVehicleEF	SBUS	3.1500e-003	7.0200e-004
tblVehicleEF	SBUS	0.02	5.3270e-003
tblVehicleEF	SBUS	0.75	0.21
tblVehicleEF	SBUS	1.2590e-003	3.4700e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	9.1520e-003	9.2300e-003
tblVehicleEF	SBUS	0.30	0.02
tblVehicleEF	SBUS	0.01	3.1870e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.1200e-004	3.3000e-005
tblVehicleEF	SBUS	3.1500e-003	7.0200e-004
tblVehicleEF	SBUS	0.02	5.3270e-003
tblVehicleEF	SBUS	1.07	0.29
tblVehicleEF	SBUS	1.2590e-003	3.4700e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	9.1520e-003	9.2300e-003
tblVehicleEF	SBUS	0.33	0.03
tblVehicleEF	SBUS	0.85	0.04
tblVehicleEF	SBUS	0.01	6.4280e-003
tblVehicleEF	SBUS	0.05	3.4810e-003
tblVehicleEF	SBUS	6.13	1.93
tblVehicleEF	SBUS	0.68	0.54
tblVehicleEF	SBUS	3.77	0.40

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tblVehicleEF	SBUS	1,285.78	342.54
tblVehicleEF	SBUS	1,087.63	1,114.41
tblVehicleEF	SBUS	40.86	3.03
tblVehicleEF	SBUS	11.18	3.32
tblVehicleEF	SBUS	3.89	4.49
tblVehicleEF	SBUS	14.32	1.01
tblVehicleEF	SBUS	8.8440e-003	3.0750e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	6.4200e-004	3.1000e-005
tblVehicleEF	SBUS	8.4620e-003	2.9420e-003
tblVehicleEF	SBUS	2.6840e-003	2.7580e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.9000e-004	2.8000e-005
tblVehicleEF	SBUS	6.6930e-003	1.2680e-003
tblVehicleEF	SBUS	0.02	5.5830e-003
tblVehicleEF	SBUS	0.75	0.21
tblVehicleEF	SBUS	3.3830e-003	6.7000e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	8.4100e-003	8.4450e-003
tblVehicleEF	SBUS	0.23	0.02
tblVehicleEF	SBUS	0.01	3.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.7500e-004	3.0000e-005
tblVehicleEF	SBUS	6.6930e-003	1.2680e-003
tblVehicleEF	SBUS	0.02	5.5830e-003
tblVehicleEF	SBUS	1.07	0.29

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tblVehicleEF	SBUS	3.3830e-003	6.7000e-004
tblVehicleEF	SBUS	0.13	0.11
tblVehicleEF	SBUS	8.4100e-003	8.4450e-003
tblVehicleEF	SBUS	0.25	0.02
tblVehicleEF	SBUS	0.85	0.04
tblVehicleEF	SBUS	0.01	6.3460e-003
tblVehicleEF	SBUS	0.07	4.3050e-003
tblVehicleEF	SBUS	6.46	2.02
tblVehicleEF	SBUS	0.67	0.53
tblVehicleEF	SBUS	5.70	0.58
tblVehicleEF	SBUS	1,141.01	325.10
tblVehicleEF	SBUS	1,087.63	1,114.40
tblVehicleEF	SBUS	40.86	3.33
tblVehicleEF	SBUS	10.35	3.17
tblVehicleEF	SBUS	4.11	4.72
tblVehicleEF	SBUS	14.36	1.01
tblVehicleEF	SBUS	0.01	4.4140e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	6.4200e-004	3.1000e-005
tblVehicleEF	SBUS	0.01	4.2230e-003
tblVehicleEF	SBUS	2.6840e-003	2.7580e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.9000e-004	2.8000e-005
tblVehicleEF	SBUS	3.2650e-003	6.6500e-004
tblVehicleEF	SBUS	0.02	5.4720e-003
tblVehicleEF	SBUS	0.75	0.21

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tblVehicleEF	SBUS	1.1670e-003	3.4800e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.29	0.02
tblVehicleEF	SBUS	0.01	3.0910e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.0700e-004	3.3000e-005
tblVehicleEF	SBUS	3.2650e-003	6.6500e-004
tblVehicleEF	SBUS	0.02	5.4720e-003
tblVehicleEF	SBUS	1.08	0.29
tblVehicleEF	SBUS	1.1670e-003	3.4800e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.32	0.03
tblVehicleEF	UBUS	1.78	4.19
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	9.01	32.68
tblVehicleEF	UBUS	13.70	1.41
tblVehicleEF	UBUS	1,833.84	1,722.05
tblVehicleEF	UBUS	130.67	16.73
tblVehicleEF	UBUS	5.34	0.37
tblVehicleEF	UBUS	13.69	0.16
tblVehicleEF	UBUS	0.52	0.08
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.06	2.6960e-003
tblVehicleEF	UBUS	1.2770e-003	1.9800e-004
tblVehicleEF	UBUS	0.22	0.03

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tblVehicleEF	UBUS	3.0000e-003	6.3130e-003
tblVehicleEF	UBUS	0.05	2.5630e-003
tblVehicleEF	UBUS	1.1750e-003	1.8200e-004
tblVehicleEF	UBUS	7.9640e-003	1.1340e-003
tblVehicleEF	UBUS	0.10	8.4390e-003
tblVehicleEF	UBUS	3.5410e-003	6.6300e-004
tblVehicleEF	UBUS	0.61	0.06
tblVehicleEF	UBUS	0.02	1.0620e-003
tblVehicleEF	UBUS	1.02	0.06
tblVehicleEF	UBUS	9.9530e-003	3.8500e-003
tblVehicleEF	UBUS	1.5530e-003	1.6600e-004
tblVehicleEF	UBUS	7.9640e-003	1.1340e-003
tblVehicleEF	UBUS	0.10	8.4390e-003
tblVehicleEF	UBUS	3.5410e-003	6.6300e-004
tblVehicleEF	UBUS	2.44	4.28
tblVehicleEF	UBUS	0.02	1.0620e-003
tblVehicleEF	UBUS	1.12	0.07
tblVehicleEF	UBUS	1.78	4.19
tblVehicleEF	UBUS	0.07	0.01
tblVehicleEF	UBUS	9.12	32.68
tblVehicleEF	UBUS	10.81	1.16
tblVehicleEF	UBUS	1,833.84	1,722.05
tblVehicleEF	UBUS	130.67	16.31
tblVehicleEF	UBUS	4.94	0.37
tblVehicleEF	UBUS	13.57	0.15
tblVehicleEF	UBUS	0.52	0.08
tblVehicleEF	UBUS	0.01	0.03

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tblVehicleEF	UBUS	0.06	2.6960e-003
tblVehicleEF	UBUS	1.2770e-003	1.9800e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.3130e-003
tblVehicleEF	UBUS	0.05	2.5630e-003
tblVehicleEF	UBUS	1.1750e-003	1.8200e-004
tblVehicleEF	UBUS	0.02	2.1510e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.9070e-003	1.5020e-003
tblVehicleEF	UBUS	0.62	0.06
tblVehicleEF	UBUS	0.02	1.0390e-003
tblVehicleEF	UBUS	0.89	0.06
tblVehicleEF	UBUS	9.9550e-003	3.8500e-003
tblVehicleEF	UBUS	1.5030e-003	1.6100e-004
tblVehicleEF	UBUS	0.02	2.1510e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.9070e-003	1.5020e-003
tblVehicleEF	UBUS	2.47	4.28
tblVehicleEF	UBUS	0.02	1.0390e-003
tblVehicleEF	UBUS	0.97	0.06
tblVehicleEF	UBUS	1.78	4.19
tblVehicleEF	UBUS	0.07	0.02
tblVehicleEF	UBUS	9.02	32.68
tblVehicleEF	UBUS	12.84	1.37
tblVehicleEF	UBUS	1,833.84	1,722.05
tblVehicleEF	UBUS	130.67	16.68
tblVehicleEF	UBUS	5.24	0.37

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tblVehicleEF	UBUS	13.66	0.16
tblVehicleEF	UBUS	0.52	0.08
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.06	2.6960e-003
tblVehicleEF	UBUS	1.2770e-003	1.9800e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.3130e-003
tblVehicleEF	UBUS	0.05	2.5630e-003
tblVehicleEF	UBUS	1.1750e-003	1.8200e-004
tblVehicleEF	UBUS	9.4500e-003	1.1960e-003
tblVehicleEF	UBUS	0.13	9.6290e-003
tblVehicleEF	UBUS	3.5160e-003	6.5800e-004
tblVehicleEF	UBUS	0.61	0.06
tblVehicleEF	UBUS	0.02	1.2250e-003
tblVehicleEF	UBUS	0.99	0.06
tblVehicleEF	UBUS	9.9530e-003	3.8500e-003
tblVehicleEF	UBUS	1.5390e-003	1.6500e-004
tblVehicleEF	UBUS	9.4500e-003	1.1960e-003
tblVehicleEF	UBUS	0.13	9.6290e-003
tblVehicleEF	UBUS	3.5160e-003	6.5800e-004
tblVehicleEF	UBUS	2.45	4.28
tblVehicleEF	UBUS	0.02	1.2250e-003
tblVehicleEF	UBUS	1.08	0.07
tblVehicleTrips	ST_TR	1.32	0.11
tblVehicleTrips	SU_TR	0.68	0.11
tblVehicleTrips	WD_TR	6.97	0.11
tblWater	IndoorWaterUseRate	231,250.00	0.00

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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	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	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
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	4.0000e-005	1.9000e-004	5.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1798	0.1798	1.0000e-005	0.0000	0.1800
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	3.9460	3.9460	0.0000	0.0000	3.9460
Total	5.1100e-003	1.9000e-004	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	4.1258	4.1258	1.0000e-005	0.0000	4.1260

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
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	4.0000e-005	1.9000e-004	5.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1798	0.1798	1.0000e-005	0.0000	0.1800
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	3.9460	3.9460	0.0000	0.0000	3.9460
Total	5.1100e-003	1.9000e-004	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	4.1258	4.1258	1.0000e-005	0.0000	4.1260

	ROG	NOx	CO	SO2	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	3/8/2022	3/7/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

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Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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	Graders	0	0.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

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	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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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	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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

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4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.0000e-005	1.9000e-004	5.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1798	0.1798	1.0000e-005	0.0000	0.1800
Unmitigated	4.0000e-005	1.9000e-004	5.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1798	0.1798	1.0000e-005	0.0000	0.1800

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.11	0.11	0.11	423	423
Total	0.11	0.11	0.11	423	423

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
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.545462	0.034783	0.175214	0.104547	0.016326	0.005139	0.008963	0.095912	0.001419	0.002092	0.008487	0.000707	0.000948

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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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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	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	0.0000

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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			
General Light Industry	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			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

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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	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

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	1.1600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

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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	1.1600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.9460	0.0000	0.0000	3.9460
Unmitigated	3.9460	0.0000	0.0000	3.9460

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 1.46633	3.9460	0.0000	0.0000	3.9460
Total		3.9460	0.0000	0.0000	3.9460

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 1.46633	3.9460	0.0000	0.0000	3.9460
Total		3.9460	0.0000	0.0000	3.9460

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

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	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			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation
