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WESTGATE WEST COSTCO PROJECT GREENHOUSE GAS EMISSIONS TECHNICAL REPORT

SAN JOSE, CALIFORNIA

RAMBOLL

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APPENDICES

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AB	Assembly Bill
ACC	Advanced Clean Cars
AP-42	United States Environmental Protection Agency's Compilation of Air Pollutant Emission Factors
APCD	Air Pollution Control District
AQMD	Air Quality Management District
AR5	Fifth Assessment Report
AvgHP	Maximum rated average horsepower
BAAQMD	Bay Area Quality Management District
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CalEEMod®	California Emission Estimator Model®
CalEPA	California Environmental Protection Agency
CalRecycle	California Department of Resources Recycling and Recovery
CAMX	California and Mexico
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CCCC	California Climate Change Center
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH_4	Methane
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CY	cubic yard
DOE	Department of Energy
DWR	Department of Water Resources
EF	emission factor
EISA	Energy Independence and Security Act
EMFAC	EMission FACtors model
EO	Executive Order
EPA	Environmental Protection Agency
EVs	Electric vehicles
FR	Federal Register
GHG	greenhouse gas
GHGRS	Greenhouse Gas Reduction Strategy
GW	Gigawatt
GWP	global warming potential
HFCs	hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
lbs	Pounds
LCFS	Low Carbon Fuel Standard
LLC	Limited Liability Company

ACRONYMS AND ABBREVIATIONS *(CONTINUED)*

Acronym	Definition
MSW	Municipal solid waste
MT	metric tons
N_2O	nitrogen dioxide
NHTSA	National Highway Traffic Safety Administration
OFFROAD	Off-road Emissions Inventory Program model
OPR	Office of Planning and Research
PFCs	perfluorocarbons
PG&E	Pacific Gas and Electric
ppm	parts per million
PUP	Power/Utility Protocol
RCP	Representative Concentration Pathways
RPS	Renewables Portfolio Standards
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF_6	Sulfur hexafluoride
SLCPs	short-lived climate pollutants
TRU	transportation refrigeration unit
USDOT	the Department of Transportation
USEPA	United States Environmental Protection Agency
VMT	vehicle miles traveled
VW	Volkswagen
ZEVs	Zero emission vehicles

1. INTRODUCTION

Ramboll US Consulting, Inc. (Ramboll) was retained to prepare a Greenhouse Gas (GHG) Emissions Technical Report for the proposed Westgate West Costco Warehouse in San Jose, California (Project).

This GHG Emissions Technical Report analyzes the Project's impacts on GHGs from construction and operations. In particular, this report describes the baseline setting of the Project site, describes the relevant regulatory setting, discusses the methodology used to evaluate GHG emissions related to the Project, and evaluates potential impacts related to GHGs that would result with implementation of the Project.

1.1 Baseline Conditions

The Project site is located at 5287 Prospect Road within an existing shopping center on the northeast corner of Lawrence Expressway and Prospect Road. The 19.8-acre project site is comprised of eight parcels and is bounded by Graves Avenue to the north, the Westgate Shopping Center to the east, Prospect Road to the south, and Lawrence Expressway to the west.

The site is currently developed with nine retail and restaurant buildings, a covered garden center, surface parking lots, and associated landscaping. The Project site includes approximately 250,113 square feet of existing buildings.

1.2 Project Analysis

The Project proposes to demolish three existing buildings and the covered garden center resulting in the demolition of approximately 188,265 square feet of buildings. Specifically, the following buildings would be demolished: the 16,708-square-foot building recently occupied by the UPS Store and Domino's Pizza, the 74,303-square-foot building (including the covered garden center area) previously occupied by the Orchard Supply Hardware store, and the 97,254-square-foot building on the northern portion of the site that was recently occupied by Ethan Allen and Smart & Final. Most of the space to be demolished is currently vacant, and remaining tenants may be relocated to existing space within the Westgate West Shopping Center.

The Project would construct an approximately 166,058-square-foot single-story, wholesale retail center ("Costco building"), including a tire shop and associated parking and landscaping on the northern portion of the Project site. The maximum height of the Costco building would be 40 feet, including the parapet for the rooftop parking. Rooftop parking would include lighting structures with a height of approximately 25-feet for nighttime visibility and security. Approximately 154,936 square feet would comprise warehouse space. The remaining square footage would include the mechanical/fire room, an open vestibule, and vertical circulation (i.e., stairs/escalator. The proposed Project includes a rooftop parking deck and surface lot parking around the building. Rooftop parking would be accessed via a ramp on the south side of the proposed building. Landscaping would be installed throughout the surface parking lot and along the parking lot and building perimeter. As part of redevelopment of the Project site, loading and receiving activities will no longer occur at the rear (north side) of the buildings immediately adjacent to Graves Avenue. Instead, the receiving and loading docks for the proposed Costco building would be located at the southeast corner of the Costco building shielding residential uses along Graves Avenue from loading and receiving activities.

2. SCIENTIFIC AND REGULATORY BACKGROUNDS

2.1 Scientific Background

2.1.1 Science of Global Climate Change

There is a general scientific consensus that global climate change is occurring, caused in whole or in part by increased emissions of GHGs that keep the Earth's surface warm by trapping heat in the Earth's atmosphere, in much the same way as glass traps heat in a greenhouse. The Earth's climate is changing because human activities, primarily the combustion of fossil fuels, are altering the chemical composition of the atmosphere through the buildup of GHGs. GHGs allow the sun's radiation to penetrate the atmosphere and warm the Earth's surface, but do not let the infrared radiation emitted from the Earth escape back into outer space. As a result, global temperatures are predicted to increase over the century. In particular, if climate change remains unabated, surface temperatures in California are expected to increase anywhere from 4.1 to 8.6 degrees Fahrenheit by the end of the century. Not only would higher temperatures directly affect the health of individuals through greater risk of dehydration, heat stroke, and respiratory distress, the higher temperatures may increase ozone formation, thereby worsening air quality. Rising temperatures could also reduce the snowpack, which would increase the risk of water shortages. Higher temperatures along with reduced water supplies could reduce the quantity and quality of agricultural products. In addition, there could be an increase in wildfires and a shift in distribution of natural vegetation throughout the State. Global warming could also increase sea levels and coastal storms resulting in greater risk of flooding.

Emissions of carbon dioxide (CO_2) are the leading cause of global warming, with other pollutants such as methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons, and sulfur hexafluoride also contributing. The magnitude of the impact on global warming differs among the GHGs. For example, HFCs, perfluorocarbons, and sulfur hexafluoride have a greater "global warming potential" than CO_2. In other words, these other GHGs have a greater contribution to global warming than CO_2 on a per mass basis. The effect each GHG has on climate change is measured as a combination of the volume of its emissions and its global warming potential (GWP) and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions are typically measured in terms of megagrams or metric tons (MT) of carbon dioxide equivalent (CO_2e). CO_2 has the greatest impact on global warming because of the relatively large quantities of CO_2 emitted into the atmosphere.

Globally, CO_2 concentrations, which ranged from 265 parts per million (ppm) to 280 ppm over the last 10,000 years, only began rising in the last 200 years to current levels of 410 ppm,[1] a 46 percent increase.

In 2020, the United States emitted about 6.0 billion MT of CO_2e or about 18 MT/person/year, calculated by dividing the emissions total by the U.S. Census Bureau 2020 population

[1] Intergovernmental Panel on Climate Change (IPCC). Climate Change 2021, The Physical Science Basis. 2021. Available at: https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Full_Report.pdf. Accessed: May 2022.

estimate. [2, 3] This represents a 20 percent reduction below 2005 total emission levels. Of the five major sectors nationwide -- residential, commercial, industrial, electric power generation, and transportation - transportation accounts for the highest fraction of GHG emissions (approximately 27 percent of emissions from these five sectors). These emissions are entirely generated from direct fossil fuel combustion. Fifty-seven percent of these transportation emissions resulted from passenger car and light-duty truck use. The remaining emissions came from other transportation activities, including the combustion of diesel fuel in medium- and heavy-duty vehicles, and jet fuel in aircraft. According to the Inventory of U.S. Greenhouse Gas Emissions and Sinks,[4] from 1990 to 2020 as a whole, transportation emissions from fossil fuel combustion increased by approximately 5 percent.

In 2019, California emitted approximately 418 million tonnes of CO_2e, or about 7 percent of the U.S. emissions.[5] California's percentage contribution is due primarily to the sheer size of California, as compared to other states. For example, in 2019 (the most recent year of state rankings for energy-related CO_2 emissions per capita), California had the third lowest per capita energy-related CO_2 emission rates in the country (including Washington DC),[6] due to the success of its energy efficiency and renewable energy programs and commitments that have lowered the State's GHG emissions rate of emissions growth.[7] California's per capita GHG emissions in 2019 were 10.5 MT per person[8], while the U.S. per capita GHG emissions in that same year were 20.0 MT per person.[9, 10] Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states.

The California Energy Commission (CEC) found that transportation is the source of approximately 40 percent of the State's GHG emissions, followed by industrial sources at 21

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2 USEPA. 2022. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020. Available at: https://www.epa.gov/system/files/documents/2022-04/us-ghg-inventory-2022-main-text.pdf. Accessed: May 2022.

3 U.S. Census Bureau. Annual Estimates of the Resident Population for the United States, Regions, States, and Puerto Rico: April 1, 2020 to July 1, 2021. (NST-EST2021). Available at: https://www2.census.gov/programs-surveys/popest/tables/2020-2021/state/totals/NST-EST2021-POP.xlsx. Accessed: May 2022.

4 USEPA. 2022. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020. Available at: https://www.epa.gov/system/files/documents/2022-04/us-ghg-inventory-2022-main-text.pdf. Accessed: May 2022.

5 CARB. 2021. California Greenhouse Gas Emissions for 2000 to 2019 Trends of Emissions and Other Indicators. Available at: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. Accessed: May 2022.

6 US EIA. 2022.Table 4: Per capita energy-related carbon dioxide emissions by state. Available at: https://www.eia.gov/environment/emissions/state/. Accessed: May 2022.

7 The Center for Resource Efficient Communities. 2013. Residential Energy Use and GHG Emissions Impact of Compact Land Use Types. Report to ARB, Contract No. 10-323. Available at: http://www.arb.ca.gov/research/apr/past/10-323h.pdf. Accessed: May 2022.

8 CARB. 2021. California Greenhouse Gas Emissions for 2000 to 2019 Trends of Emissions and Other Indicators. Available at: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. Accessed: May 2022.

9 USEPA. 2021. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2019. Available at: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2019. Accessed: May 2022.

10 U.S. Census Bureau. Annual Estimates of the Resident Population for the United States, Regions, States, and Puerto Rico: April 1, 2010 to July 1, 2019. (NST-EST2020). Available at: https://www2.census.gov/programs-surveys/popest/tables/2010-2020/state/totals/nst-est2020.xlsx. Accessed: May 2022.

percent, and electricity generation (both in-state and out-of-state) at 14 percent. Residential and commercial activities comprised approximately 11 percent of the inventory. Agriculture and forestry is the source of approximately 8 percent of the State's GHG emissions.[11]

2.1.2 Potential Effects of Human Activity on Global Climate Change

Globally, climate change has the potential to impact numerous environmental resources through anticipated, though uncertain, impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. At the end of the 21st century, global surface temperature change is likely to exceed 1.5°C (relative to 1850-1900 levels) in all four assessed climate model projections but one.[12]

The understanding of GHG emissions, particulate matter, and aerosols on global climate trends is complex and involves varying uncertainties and a balance of different effects. In addition to uncertainties about the extent to which human activity rather than solar or volcanic activity is responsible for increasing warming, there is also evidence that some human activity has cooling, rather than warming, effects, as discussed in detail in numerous publications by the Intergovernmental Panel on Climate Change (IPCC), such as the Fifth Assessment Report (AR5) Synthesis Report.[13, 14] Nonetheless, when all effects and uncertainties are considered together, there is a strong scientific consensus that human activity has contributed significantly to global warming. As stated in the executive summary for the Working Group I contribution to the Sixth Assessment Report, "The evidence for human influence on recent climate change strengthened from the IPCC Second Assessment Report to the IPCC Fifth Assessment Report, and is now even stronger in this assessment."[15]

Acknowledging uncertainties regarding the rate at which anthropogenic GHG emissions would continue to increase (based upon various factors under human control, such as future population growth and the locations of that growth; the amount, type, and locations of economic development; the amount, type, and locations of technological advancement; adoption of alternative energy sources; legislative and public initiatives to curb emissions; and public awareness and acceptance of methods for reducing emissions), and the impact of

[11] CARB. 2021. California Greenhouse Gas Emissions for 2000 to 2019 Trends of Emissions and Other Indicators. Available at: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. Accessed: May 2022.

[12] IPCC. Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report. Climate Change 2014: Synthesis Report. 2014. SPM.2.2. Available at: https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf. Accessed: May 2022.

[13] The IPCC was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme to assess scientific, technical, and socio-economic information relevant for the understanding of climate change, its potential impacts, and options for adaptation and mitigation. The IPCC has produced a series of Assessment Reports comprised of full scientific and technical assessments of climate change. The first assessment report was developed in 1990. The Fifth Assessment Report was completed in November 2014 with the Synthesis Report.

[14] Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report. Climate Change 2014: Synthesis Report. 2014. Figure SPM.3. Available at: https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf. Accessed: May 2022.

[15] IPCC. 2021. Climate Change 2021 The Physical Science Basis, Working Group I contribution to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change. Available at: https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Full_Report.pdf. Accessed: May 2022.

such emissions on climate change, the IPCC devises emission scenarios which utilize various assumptions about the rates of economic development, population growth, and technological advancement over the course of the next century. For the AR5, Representative Concentration Pathways (RCPs) were developed to describe four different 21st century scenarios of greenhouse gas emissions, atmospheric concentrations, air pollutant emissions, and land use. RCPs are based on a combination of integrated assessment models, simple climate models, atmospheric chemistry, and global carbon cycle models.

- The projected effects of global warming are assessed under each of the five scenarios.[16]
- It is, at a minimum, more likely than not a 1.5°C increase in globally averaged surface area temperature will occur between 2021-2045 relative to the average over the period of 1850-1900.
- It is virtually certain that global mean sea level will continue to rise through the 21st century.
- It is likely the Arctic Ocean in September, the month of annual minimum sea ice area, will become practically ice free averaged over 2081-2100 and all available simulations.
- It is very likely that the cumulative uptake of carbon by the ocean and by land will increase through the end of the 21st century.

Potential secondary effects from global warming include impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

2.1.3 Potential Effects of Climate Change on the State of California

According to the California Air Resources Board (CARB), some of the potential impacts in California of global warming may include loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.[17] The California Climate Change Center (CCCC) has released four assessment reports on climate change in California, the most recent in 2018. California's Fourth Climate Change Assessment projects an increase by 5.6-8.8°F from 2070 to 2100 depending on greenhouse gas emission reductions (at a moderate rate or continuing at current rates).[18]

Below is a summary of some of the potential effects reported in an array of studies that could be experienced in California as a result of global warming and climate change.

2.1.3.1 Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. For other pollutants,

[16] Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report. Climate Change 2014: Synthesis Report. 2014. Available at: https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf. Accessed: May 2022.

[17] California Air Resources Board (CARB), 2006. Public Workshop to Discuss Establishing the 1990 Emissions Level and the California 2020 Limit and Developing Regulations to Require Reporting of Greenhouse Gas Emissions, Sacramento, CA. December 1.

[18] California Climate Change Center, 2018. California's Changing Climate 2018. A Summary of Key Findings from California's Fourth Climate Change Assessment.

the effects of climate change and/or weather are less well studied, and even less well understood.

If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. Studies have been conducted to evaluate the potential impacts of climate change on wildfire frequency based on lower and higher emissions scenarios. Per California's Fourth Climate Change Assessment, under a higher emissions scenario, the average area burned statewide could increase by 77 percent above historic levels by 2100.[19] Per California's Third Climate Change Assessment, the estimated burned area is projected to increase between 57 and 169 percent, depending on location.[20] However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the State.[21]

It is estimated that over the next decade, higher temperatures could increase the demand for electricity by 1 Gigawatt (GW) during summer months, which would require purchase of costly peak power from external sources or the construction of one new large power plant in California.[22] During periods of extreme heat, efficiency of electricity generation is reduced at natural gas plants; hydropower generation is reduced; and increased losses occur at substations; all while electricity demands are increased. These factors are projected to result in the need for more than 17 GW, or 38 percent of additional capacity, needed by 2100. Additionally, transmission lines lose 7 to 8 percent of transmitting capacity in higher temperatures, which also results in a need for increased power generation.[23]

2.1.3.2 Water Supply

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. For example, models that predict drier conditions suggest decreased reservoir inflows and storage, and decreased river flows, relative to current conditions. By comparison, models that predict wetter conditions project increased reservoir inflows and storage, and increased river flows.[24]

A July 2006 technical report prepared by the California Department of Water Resources (DWR) addresses the State Water Project, the Central Valley Project, and the Sacramento-

[19] Ibid.

[20] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July 2012.

[21] California Climate Change Center (CCCC), 2006. Our Changing Climate: Assessing the Risks to California, CEC500-2006-077, Sacramento, CA. July. Available at: https://www.engr.scu.edu/~emaurer/papers/CEC-500-2006-077.pdf. Accessed: May 2022.

[22] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July 2012.

[23] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July 2012.

[24] Brekke, L.D., et al, 2004. —Climate Change Impacts Uncertainty for Water Resources in the San Joaquin River Basin, California. Journal of the American Water Resources Association. 40(2): 149–164. Malden, MA, Blackwell Synergy for AWRA.

San Joaquin Delta. Although the report projects that, "[c]limate change will likely have a significant effect on California's future water resources … [and] future water demand," it also reports that, "there is much uncertainty about future water demand, especially those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain. This uncertainty serves to complicate the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood,"[25] DWR adds that "[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future."[26] Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows.[27]

California's Third Climate Change Assessment outlines the State's urgent water management challenges brought on as a result of climate change. These include increasing demand from a growing population as temperatures rise, earlier snowmelt and runoff, and faster-than-historical sea-level rise threatening aging coastal water infrastructure and levees in the Sacramento-San Joaquin Delta.[28] Additionally, they predict that competition between urban and agriculture water users and environmental needs will increase due to effects on water supply and stream flows. The Fourth Climate Change Assessment concludes that by 2100, water supply from snowpack is projected to decline by two-thirds, and that by 2050, California's agricultural production could face climate-related water shortages of up to 16 percent in certain regions.[29]

2.1.3.3 Hydrology

As discussed above, climate change could potentially affect the following: the amount of snowfall, rainfall, and snowpack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide, and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for saltwater intrusion. Sea level rise can be a product of global warming through two main processes -- expansion of sea water as the oceans warm and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could also jeopardize California's water supply. In particular, saltwater intrusion would threaten the quality and reliability of the State's major fresh water supply that is pumped from the southern portion of the Sacramento/San Joaquin River Delta. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events. Assuming the rate of sea level rise continues to follow global trends, sea level along California's coastline in 2050 could be 10-18 inches higher

[25] California Department of Water Resources (DWR), 2006. Progress on Incorporating Climate Change into Management of California Water Resources, Sacramento, CA. July.

[26] California Department of Water Resources (DWR), 2006. Progress on Incorporating Climate Change into Management of California Water Resources, Sacramento, CA. July.

[27] Kiparsky 2003, op. cit; DWR, 2005, op. cit.; Cayan, D., et al, 2006. Scenarios of Climate Change in California: An Overview (White Paper, CEC-500-2005-203-SF), Sacramento, CA. February.

[28] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July 2012.

[29] California Climate Change Center, 2018. California's Changing Climate 2018. A Summary of Key Findings from California's Fourth Climate Change Assessment.

than in 2000, and 31-55 inches higher by the end of this century.[30] Based on these current projections, the current 100-year storm could occur once every year. California's Fourth Climate Change Assessment projects that without implementation of protective measures, airports in major urban areas will be susceptible to major flooding from a combination of sea level rise and storm surge by 2040 to 2080 and that the miles of highways susceptible to coastal flooding from a 100-year storm will triple from current levels by 2100.[31]

2.1.3.4 Agriculture

California has a $30 billion agricultural industry that produces half the country's fruits and vegetables. The CCCC notes that higher CO_2 levels can stimulate plant production and increase plant water use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase, crop-yield could be threatened by a less reliable water supply, and greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year that certain crops, such as wine grapes, bloom or ripen, and thus affect their quality.[32]

2.1.3.5 Ecosystems and Wildfire

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. In 2004, the Pew Center on Global Climate Change released a report examining the possible impacts of climate change on ecosystems and wildlife.[33] The report outlines four major ways in which it is thought that climate change could affect plants and animals: (1) timing of ecological events, (2) geographic range, (3) species' composition within communities, and (4) ecosystem processes such as carbon cycling and storage.

2.2 Regulatory Background

2.2.1 Federal

2.2.1.1 Clean Air Act

In April 2007, in *Massachusetts v. EPA*, the U.S. Supreme Court directed the Administrator of the U.S. Environmental Protection Agency (USEPA) to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the USEPA Administrator was directed to follow the language of Section 202(a) of the Clean Air Act (CAA). In December 2009, the Administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the CAA:

- Elevated concentrations of GHGs—CO_2, CH_4, N_2O, HFCs, perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6)—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."

[30] California Climate Change Center, 2012. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California. CEC-500-2012-007. July 2012.

[31] California Climate Change Center, 2018. California's Changing Climate 2018. A Summary of Key Findings from California's Fourth Climate Change Assessment.

[32] California Climate Change Center (CCCC), 2006, op. cit.

[33] Parmesan, C. and H. Galbraith, Observed Impacts of Global Climate Change in the U.S., Arlington, VA: Pew Center on Global Climate Change, November 2004.

- The combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

2.2.1.2 Executive Order 14008

On January 27, 2021, President Biden issued an Executive Order on Tackling the Climate Crisis at Home and Abroad (Executive Order 14008).[34] Part I of the Order highlights putting the climate crisis at the center of United States foreign policy and national security. Addressing the climate crisis will require significant short-term global reductions in GHG emissions and net-zero global emissions by mid-century or sooner. The United States will pursue green recovery efforts and initiatives to advance the clean energy transition.

Part II of the Order relays the government-wide approach to the climate crisis, which involves reducing climate pollution in every sector of the economy, especially through innovation, commercialization, and deployment of clean energy technologies and infrastructure. A National Climate Task Force has been established to focus on addressing the climate crisis through key federal actions to reduce climate change impacts. A 100% carbon pollution-free electricity sector is targeted by no later than 2035 and a net-zero emissions economy is to be achieved by no later than 2050. Offshore wind is aimed to be doubled by 2030. Opportunities for federal funding of clean energy technology and infrastructure shall be identified. Federal permitting decisions need to consider the effects of GHG emissions and climate change.

2.2.1.3 Paris Climate Agreement

The Paris Agreement was negotiated within the United Nations Framework Convention on Climate Change in 2015 to reduce GHG emissions internationally. The goal of the Paris Agreement was to keep the global temperature rise this century to below 2 degrees Celsius above pre-industrial standards, with efforts to limit temperature increase even further to 1.5 degrees Celsius. The Paris Agreement became effective on November 4, 2016. As of October 5, 2016, 155 of 197 parties had ratified the Paris Agreement.[35] On January 20, 2021, President Biden signed an Executive Order formally rejoining the United States to the Paris Agreement.[36]

2.2.1.4 Federal Vehicle Standards

In response to the *Massachusetts v. EPA* decision discussed above, in 2007, President Bush directed the USEPA, the Department of Transportation (USDOT), and the Department of Energy (DOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety

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[34] White House Briefing Room. 2021. *Executive Order on Tackling the Climate Crisis at Home and Abroad*. January 27. Available at: https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/. Accessed: May 2022.

[35] United Nations Framework Convention on Climate Change. 2017. The Paris Agreement. July 27. Available at: http://unfccc.int/paris_agreement/items/9485.php. Accessed: May 2022.

[36] White House Briefing Room. 2021. *Paris Climate Agreement.* January 20. Available at: https://www.whitehouse.gov/briefing-room/statements-releases/2021/01/20/paris-climate-agreement/. Accessed: May 2022.

Administration (NHTSA) issued a final rule regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the USEPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the same federal agencies to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model year 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams/mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In August 2017, the USEPA asked for additional information and data relevant to assessing whether the GHG emissions standards for model years 2022-2025 remain appropriate. In early 2018, the USEPA Administrator announced that the midterm evaluation for the GHG emissions standards for cars and light-duty trucks for model years 2022-2025 was completed and stated his determination that the current standards should be revised in light of recent data. Subsequently, in 2018, the USEPA and NHTSA proposed to amend certain existing Corporate Average Fuel Economy (CAFE) standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establish new standards, covering model years 2021-2026. Compared to maintaining the post-2020 standards now in place, the pending proposal would increase U.S. fuel consumption.[37] California and other states have announced their intent to challenge federal actions that would delay or eliminate GHG reductions. In April 2020, NHTSA and EPA amended the CAFE and GHG emissions standards for passenger cars and light trucks and established new less stringent standards, covering model years 2021 through 2026.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles.

In August 2016, the USEPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types of sizes of buses and work trucks. The final standards are expected to lower carbon dioxide emissions by approximately 1.1 billion MT and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.[38]

[37] Federal Register. 2018. *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026 Passenger Cars and Light Trucks*. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule. Accessed: May 2022.

[38] USEPA and NHTSA, 2016. Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2. Available at: https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed: January 2022.

On September 27, 2019, the USEPA and NHTSA published the SAFE Rule (Part One).[39] The SAFE Rule (Part One) went into effect in November 2019, and revoked California's authority to set its own GHGs standards and set zero emission vehicle mandates in California. The SAFE Rule (Part One) freezes new zero emission vehicles (ZEV) sales at model year 2020 levels for year 2021 and beyond, and will likely result in a lower number of future ZEVs and a corresponding greater number of future gasoline internal combustion engine vehicles. In response to the USEPA's adoption of the SAFE Rule (Part One), CARB has issued guidance regarding the adjustment of vehicle emissions factors to account for the rule's implications on criteria air pollutant and greenhouse gas emissions.[40,41] The SAFE Rule is subject to ongoing litigation and on February 8, 2021 the D.C. Circuit Court of Appeals granted the Biden Administration's motion to stay litigation over Part 1 of the SAFE Rule. On April 22 and April 28, 2021, respectively, NHTSA and USEPA formally announced their intent to reconsider the SAFE Rule (Part One).[42,43] A virtual public hearing for EPA's Notice of Reconsideration of SAFE I was held on June 2, 2021. The NHTSA finalized the CAFE Pre-emption rulemaking to withdraw its portions of the SAFE I Rule on December 21, 2021.[44] On March 9, 2022, USEPA reinstated California's authority under the CAA to implement its own GHG emission standards and ZEV sales mandate and entirely rescinded the SAFE Rule (Part One).

In December 2021, the USEPA finalized federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and are based on sound science and grounded in a rigorous assessment of current and future technologies. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050.[45]

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[39] USEPA and NHTSA. 2019. Federal Register, Vol. 84, No. 188, *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program*. September 27. Available at: https://www.govinfo.gov/content/pkg/FR-2019-09-27/pdf/2019-20672.pdf. Accessed: January 2022.

[40] CARB. 2019. EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One. November 20. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf. Accessed: January 2022.

[41] CARB. 2020. EMFAC Off-Model Adjustment Factors for Carbon Dioxide Emissions to Account for the SAFE Vehicles Rule Part One and the Final SAFE Rule. June 26. Available at: https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf. Accessed: May 2022

[42] NHTSA. 2021. NHTSA Advances Biden-Harris Administration's Climate & Jobs Goals. April 22. Available at: https://www.nhtsa.gov/press-releases/nhtsa-advances-biden-harris-administrations-climate-jobs-goals. Accessed: May 2022.

[43] USEPA. 2021. Federal Register, Vol. 86, No. 80, *California State Motor Vehicle Pollution Control Standards; Advanced Clean Car Program; Reconsideration of a previous Withdrawal of a Waiver of Preemption; Opportunity for Public Hearing and Public Comment*. April 28. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/notice-reconsideration-previous-withdrawal-waiver. Accessed: May 2022.

[44] NHTSA. Available at: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed: May 2022.

[45] USEPA. 2021. Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed: May 2022.

2.2.1.5 Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

2.2.2 State

The State of California considers GHG emissions and the impacts of climate change to be a serious threat to the public health, environment, economic well-being, and natural resources of California, and has taken an aggressive stance to mitigate the State's impact on climate change through the adoption of policies and legislation. CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. California has numerous regulations aimed at reducing the State's GHG emissions. Some of the major initiatives are summarized below.

2.2.2.1 Executive Order S-3-05

In 2005, Governor Schwarzenegger issued EO S-3-05, which identifies statewide GHG emission reduction targets to achieve long-term climate stabilization as follows.

- Reduce GHG emissions to 1990 levels by 2020; and
- Reduce GHG emissions to 80 percent below 1990 levels by 2050.

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report").[46] The 2006 CAT Report identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the State agencies. The strategies include, but are not limited to, the reduction of passenger and light-duty truck

[46] California Environmental Protection Agency (CalEPA), March 2006. Climate Action Team Report to Governor Schwarzenegger and the Legislature. Available at: http://s3-us-west-2.amazonaws.com/ucldc-nuxeo-ref-media/0bdec21c-ca2b-4f4d-9e11-35935ac4cf5f. Accessed: May 2022.

emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture.

2.2.2.2 Assembly Bill 32

Assembly Bill (AB) 32 (Nunez, 2006), the California Global Warming Solutions Act of 2006, was enacted after considerable study and expert testimony before the Legislature. The heart of AB 32 is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. In order to achieve this reduction mandate, AB 32 requires CARB to adopt rules and regulations in an open public process that achieve the maximum technologically feasible and cost-effective GHG reductions.

In 2007, CARB approved a statewide limit on the GHG emissions level for year 2020 consistent with the determined 1990 baseline. CARB's adoption of this limit is in accordance with Health & Safety Code Section 38550, as codified through enactment of AB 32.

Per Health & Safety Code Section 38561(b), CARB also is required to prepare, approve and amend a scoping plan that identifies and makes recommendations on "direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that [CARB] finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions by 2020."

In November 2017, CARB published California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), which was subsequently adopted by CARB's Board in December 2017.[47] The 2017 Scoping Plan identifies CARB's strategy for achieving the State's 2030 GHG target as established in Senate Bill (SB) 32 (discussed below).The strategy includes continuation of the Cap-and-Trade Program through 2030, and incorporates a Mobile Source Strategy that includes strategies targeted to increase zero emission vehicle fleet penetration and a more stringent target for the Low Carbon Fuel Standard by 2030. The 2017 Scoping Plan also incorporates approaches to cutting short-lived climate pollutants (SLCPs) under the Short-Lived Climate Pollutant Reduction Strategy (a planning document that was adopted by CARB in March 2017) and acknowledges the need for reducing emissions in agriculture and highlights the work underway to ensure that California's natural and working lands increasingly sequester carbon.

When discussing project-level GHG emissions reduction actions and thresholds, the 2017 Scoping Plan states:

"***Project-Level Greenhouse Gas Emissions Reduction Actions and Thresholds***

Beyond plan-level goals and actions, local governments can also support climate action when considering discretionary approvals and entitlements of individual projects through CEQA [California Environmental Quality Act]. Absent conformity with an adequate geographically specific GHG reduction plan …, CARB recommends that projects incorporate design features and GHG reduction measures, to the degree feasible, to minimize GHG emissions. Achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development.

[47] CARB. 2017. California's 2017 Climate Change Scoping Plan. November. Available at: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed: May 2022.

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

California's future climate strategy will require increased focus on integrated land use planning to support livable, transit-connected communities, and conservation and other lands. Accommodating population and economic growth through travel- and energy-efficient land use provides GHG-efficient growth, reducing GHGs from both transportation and building energy use. GHGs can be further reduced at the project-level through implementing energy-efficient construction and travel demand management approaches."

2022 Scoping Plan Update

The 2022 Scoping Plan Update assesses progress towards achieving the Senate Bill 32 2030 target and lays out a path to achieve carbon neutrality no later than 2045. This plan update was approved by the Board in December 2022.[48] The 2022 Scoping Plan outlines a sector-by-sector roadmap for California to achieve carbon neutrality by 2045 or earlier. It aims to reduce anthropogenic emissions to 85% below 1990 levels by 2045 using technically feasible and cost-effective solutions. The 2022 Scoping Plan focuses on electrification of transportation, homes and buildings, and phasing out fossil fuels. In hard-to-electrify sectors, new solutions such as renewable hydrogen and biomethane are leveraged to achieve emissions reductions.

CARB's 2022 Scoping Plan Update outlines a number of actions for the Scoping Plan Scenario in Table 2-1. The list below represents the actions which are most relevant to the project:

- GHG Emissions Reductions Relative to the SB 32 Target - 40% below 1990 levels by 2030.
- Smart Growth / Vehicle Miles Traveled (VMT) - VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.
- Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs) - 100% of LDV sales are ZEV by 2035.
- Truck ZEVs - 100% of medium-duty (MDV)/HDV sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).
- Freight and Passenger Rail - 100% of passenger and other locomotive sales are ZEV by 2030; 100% of line haul locomotive sales are ZEV by 2035; Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.
- New Residential and Commercial Buildings - All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.
- Construction Equipment - 25% of energy demand electrified by 2030 and 75% electrified by 2045.

[48] CARB. 2022. Final 2022 Scoping Plan Update and Appendices. December. Available at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: May 2023.

- Low Carbon Fuels for Transportation - Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.
- Low Carbon Fuels for Buildings and Industry - In 2030s biomethane blended in pipeline; Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040.
- Non-combustion Methane Emissions - Moderate adoption of enteric strategies by 2030; Divert 75% of organic waste from landfills by 2025.

In addition to the previous focus areas, the 2022 Scoping Plan developed a table of priority GHG reduction strategies that can be utilized by local governments. This is Table 1 in Appendix D of the 2022 Scoping Plan.[49] When discussing this table, the 2022 Scoping Plan notes:

"To assist local jurisdictions with developing local climate plans, measures, policies, and actions aligned with the State's climate goals, Table 1 presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments. The strategies in Table 1 are not applicable to all local jurisdictions, nor are they the only strategies that local governments can adopt, but they represent the core strategies that most jurisdictions in California can implement to reduce GHG emissions regardless of whether they have developed a CEQA-qualified CAP. Reaching the outcomes of these priority GHG reduction strategies requires a locally appropriate, comprehensive adoption of policies in support of these objectives. When developing local climate plans, measures, policies, and actions, local jurisdictions should incorporate the recommendations described in Table 1 to the extent appropriate to ensure alignment with State climate goals.

2.2.2.3 SB 605 - Short-lived Climate Pollutants

Short-lived climate pollutants (i.e., black carbon, fluorinated gases, and methane) are powerful climate forcers that remain in the atmosphere for a much shorter period of time than longer-lived climate pollutants. Their relative potency, when measured in terms of how they heat the atmosphere, can be tens, hundreds, or even thousands of times greater than that of CO_2. The impacts of short-lived climate pollutants are especially strong over the short-term. Reducing these emissions can make an immediate beneficial impact on climate change.[50] Governor Brown signed SB 605 on September 21, 2014, directing CARB to develop a Short-Lived Climate Pollutant Strategy by January 1, 2016. On May 7, 2015, CARB released a concept paper for reducing emissions of these substances. In September 2015, CARB released a draft of their Short-Lived Climate Pollutant Strategy. Several updates to the draft have been made since September 2015, with the most current version dated March 2017. The Strategy aims for a 40 percent reduction in methane and HFC emissions below 2013 levels by 2030 and a 50 percent reduction in anthropogenic emissions of black carbon below 2013 levels by 2030.[51]

[49] CARB. 2022. Final 2022 Scoping Plan Update and Appendices. December. Available at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: January 2023.

[50] CARB. 2016. Reducing Short-Lived Climate Pollutants in California. Available at: https://www.arb.ca.gov/cc/shortlived/shortlived.htm. Accessed: May 2022.

[51] CARB. 2017. Short-Lived Climate Pollutant Reduction Strategy. Available at: https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf. Accessed: May 2022.

2.2.2.4 Cap-and-Trade Program

California's Cap-and-Trade Program (Cal. Code Regs., tit. 17, §§ 95800-96022) regulates the emissions of large electric power plants, large industrial plants, and fuel distributors (including transportation fuel and natural gas). These sources are responsible for about 85 percent of the State's total GHG emissions inventory.[52] As described by CARB:

> "Cap-and-trade is a market based regulation that is designed to reduce [GHGs] from multiple sources. Cap-and-trade sets a firm limit or cap on GHGs and minimize[s] the compliance costs of achieving AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy. Cap-and-trade is an environmentally effective and economically efficient response to climate change."[53]

In the Cap-and-Trade Program, the State regulates the quantity of emissions by determining, in advance, how many allowances to issue—i.e., setting the "cap." Each allowance is essentially a permit issued by the State authorizing a certain quantity of GHG emissions. There are only a finite number of allowances, ensuring that covered entities may only lawfully emit a certain quantity of GHGs. If a covered entity wishes to emit carbon, it must obtain allowances to authorize those emissions.

Importantly, the Cap-and-Trade Program has been designed to provide a firm cap, ensuring that the 2020 statewide emissions limit identified by CARB in the 2008 Scoping Plan will *not* be exceeded.[54] Thus, for the emission sources covered by the Program, which are nearly all of the sources associated with land use development projects, compliance with AB 32's 2020 mandate is assured by the Cap-and-Trade Program.

AB 398 (2017) extended the statutorily-defined horizon year of the Cap-and-Trade Program to December 31, 2030, thereby facilitating continued reliance on the Cap-and-Trade Program for purposes of achieving SB 32's 2030 statewide reduction target.

2.2.2.5 Executive Order B-30-15

In April 2015, Governor Brown signed EO B-30-15, which established the following GHG emission reduction goal for California: by 2030, reduce GHG emissions to 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05 (see discussion above). Additionally, the EO directed CARB to update its Scoping Plan (see discussion above) to address the 2030 goal.

2.2.2.6 Senate Bill 32 and Assembly Bill 197

Enacted in 2016, SB 32 (Pavley, 2016) codifies the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030.

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[52] CARB, Overview of CARB Emissions Trading Program (February 2015).

[53] CARB, Cap-and-Trade Program. Available at: http://www.arb.ca.gov/cc/capandtrade/capandtrade.htm. Accessed: May 2022.

[54] CARB, 2008. Climate Change Scoping Plan: A Framework for Change (December 2008), pp. 30-31.

SB 32 was coupled with a companion bill: AB 197 (Garcia, 2016). Designed to improve the transparency of CARB's regulatory and policy-oriented processes, AB 197 created the Joint Legislative Committee on Climate Change Policies, a committee with the responsibility to ascertain facts and make recommendations to the Legislature concerning statewide programs, policies, and investments related to climate change. AB 197 also requires CARB to make certain GHG emissions inventory data publicly available on its web site; consider the social costs of GHG emissions when adopting rules and regulations designed to achieve GHG emission reductions; and include specified information in all Scoping Plan updates for the emission reduction measures contained therein.

2.2.2.7 Executive Order B-55-18

In September 2018, Governor Brown signed EO B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." This EO directs CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal."

In January 2019, CARB kicked off workshops regarding carbon neutrality in California,[55] during which CARB staff explained that the definitional parameters and meaning of the term – carbon neutrality – are still being explored. CARB held additional workshops throughout 2019 and 2020 to explore specific topics related to the pursuit of carbon neutrality, engage with other experts in the field and stakeholders, and conduct research to ensure that any path to carbon neutrality balances scientific, economic, and social justice principles.

2.2.2.8 Energy Sources

a) Renewables Portfolio Standard

As most recently amended by SB 100 (2018), California's Renewables Portfolio Standard requires retail sellers of electric services and local publicly-owned electric utilities to increase procurement from eligible renewable energy resources to 50 percent of total retail sales by 2026, and 60 percent of total retail sales by 2030. SB 100 also established a State policy goal to achieve 100 percent renewables by 2045.

In March 2021, the CEC, California Public Utilities Commission (CPUC), and CARB released a joint-agency report evaluating the current feasibility of achieving the energy resource and GHG reductions goals of SB 100. The report finds that SB 100 is technically feasible when analyzed under scenarios of varying timelines, advancements in energy generation technology, and energy source portfolios. Under the SB 100 Core Scenario, it is anticipated that California will need to triple its current electricity power capacity.[56]

b) Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations regulates the design of building shells and building components. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

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[55] CARB. Carbon Neutrality in California Context Webinar. January 2019. Available at: https://www.arb.ca.gov/cc/scopingplan/meetings/012319/cneutrality_ca_script.pdf. Accessed: May 2022.

[56] CEC. 2021. 2021 SB 100 Joint Agency Report, Achieving 100 Percent Clean Electricity in California: An Initial Assessment. Available at: https://www.energy.ca.gov/publications/2021/2021-sb-100-joint-agency-report-achieving-100-percent-clean-electricity. Accessed: May 2022.

The CEC's 2019 Building Energy Efficiency Standards (2019 Building Standards), which became effective January 1, 2020, are the currently applicable version of these standards. In general, single-family homes built to the 2019 standards are anticipated to use about 7% less energy due to energy efficiency measures than those built to the 2016 standards, and non-residential buildings built to the 2019 standards will use an estimated 30% less energy than those built to the 2016 standards.[57]

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CalGreen Building Standard (CalGreen) and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. Like Part 6 of Title 24, the CalGreen standards are periodically updated, with increasing energy savings and efficiencies associated with each code update.

At the time of this writing, the CEC has adopted the 2022 Energy Code, which improves upon the 2019 standards for construction of residential and non-residential buildings. The standards will be effective on January 1, 2023.[58]

c) Appliance Standards

The CEC periodically amends and enforces Appliance Efficiency Regulations contained in Title 20 of the California Code of Regulations. The regulations establish water and energy efficiency standards for both federally-regulated appliances and non-federally-regulated appliances. The regulations cover numerous categories of appliances (e.g., refrigerators; plumbing fixtures; dishwashers; clothes washer and dryers; televisions) and apply to appliances offered for sale in California.[59]

2.2.2.9 Mobile Sources

a) Sustainable Communities Strategy Plans

SB 375 (Steinberg, 2008), the Sustainable Communities and Climate Protection Act, coordinates land use planning, regional transportation plans, and funding priorities to reduce GHG emissions from passenger vehicles through better-integrated regional transportation, land use, and housing planning that provides easier access to jobs, services, public transit, and active transportation options. SB 375 specifically requires the Metropolitan Planning Organization relevant to the Project area (here, the Metropolitan Transportation Commission/Association of Bay Area Governments [MTC/ABAG]) to include a Sustainable Communities Strategy in its Regional Transportation Plan (RTP) that, if implemented, will achieve GHG emission reduction targets set by CARB by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities.

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[57] CEC. 2018. 2019 Building Energy Efficiency Standards – Frequently Asked Questions. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed: May 2022.

[58] CEC. 2022 Building Energy Efficiency Standards. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed: May 2022.

[59] CEC. Title 20 Appliance Efficiency Program. Available at: https://www.energy.ca.gov/rules-and-regulations/appliance-efficiency-regulations-title-20. Accessed: May 2022.

For the area under MTC/ABAG's jurisdiction, including the Project site, CARB originally adopted regional targets for reduction of mobile source-related GHG emissions of 7 percent for 2020 and 15 percent for 2035. The targets are expressed as a percentage change in per capita passenger vehicle GHG emissions relative to 2005 emissions levels. These original targets were in place through September 30, 2018. In March 2018, CARB approved updated regional targets of 10% for 2020 and 19% for 2035 for MTC/ABAG, which apply to future RTP/SCS planning cycles beginning October 1, 2018.[60]

b) Senate Bill 743

Public Resources Code Section 21099(c)(1), as codified through enactment of SB 743 (Steinberg, 2013), authorized the Office of Planning and Research (OPR) to establish "alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas." SB 743 reflects a legislative policy to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions. As finalized in December 2018, amendments to the State CEQA Guidelines adopted in furtherance of SB 743 establish vehicle miles traveled (VMT), in lieu of level of service, as the new metric for transportation analysis.

c) Pavley Regulations

AB 1493 (Pavley, 2002) required CARB to adopt regulations to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks for model years 2009–2016. CARB obtained a waiver from the USEPA that allows for implementation of these regulations notwithstanding possible federal pre-emption concerns.

d) Low Carbon Fuel Standard

EO S-1-07, as issued by Governor Schwarzenegger, called for a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB by 2020.[61] In response, CARB approved the Low Carbon Fuel Standard (LCFS) regulations in 2009, which became fully effective in April 2010. Thereafter, a lawsuit was filed challenging CARB's adoption of the regulations; and, in 2013, a court order was issued compelling CARB to remedy substantive and procedural defects of the LCFS adoption process under CEQA.[62] However, the court allowed implementation of the LCFS to continue pending correction of the identified defects. In September 2015, CARB re-adopted the LCFS regulations. The LCFS would reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10% by 2020 and, as most recently amended in 2019, by at least 20% by 2030.

e) Advanced Clean Cars Program

In 2012, CARB approved the Advanced Clean Cars (ACC) program, a new emissions-control program for non-commercial passenger vehicles and light-duty truck for model years 2017-2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of ZEV. By 2025, when the rules will be fully implemented, new

[60] CARB. Regional Plan Targets. Available at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets. Accessed: May 2022.

[61] Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel.

[62] *POET, LLC v. CARB* (2013) 217 Cal.App.4th 1214.

automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

CARB has developed the Advanced Clean Cars II (ACC II) regulations which "will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year, and increase the number of ZEVs for sale".[63] The regulations were presented to the Board in June 2022. At a second hearing in August 2022 the Board approved the item. Advanced Clean Cars II was approved by the Office of Administrative Law on November 30, 2022.

f) Zero Emission Vehicles

ZEVs include hydrogen fuel cell electric vehicles and plug-in electric vehicles, such as battery electric vehicles and plug-in hybrid electric vehicles.

In 2012, Governor Brown issued EO B-16-2012, which calls for the increased penetration of ZEVs into California's vehicle fleet in order to help California achieve a reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. In furtherance of that statewide target for the transportation sector, the EO also calls upon CARB, the CEC, and the CPUC to establish benchmarks that will: (1) allow over 1.5 million ZEVs to be on California roadways by 2025, and (2) provide the State's residents with easy access to ZEV infrastructure. EO B-16-2012 specifically directed California to "encourage the development and success of ZEV to protect the environment, stimulate economic growth, and improve the quality of life in the State."[64]

In 2018, Governor Brown also issued EO B-48-18, which launched an eight-year initiative to accelerate the sales of ZEVs through a mix of rebate programs and infrastructure improvements. The EO also sets a new target of five million ZEVs in California by 2030, and includes funding for multiple state agencies to increase electric vehicle (EV) charging infrastructure and provide purchase rebates/incentives.

In September 2018, the Governor's Interagency Working Group on Zero-Emission Vehicles published the 2018 ZEV Action Plan Priorities Update.[65] This update is the result of Governor Brown's directive to update the 2016 Zero Emission Vehicle Action Plan to help expand private investment in zero emission vehicle infrastructure, particularly in low income and disadvantaged communities. The 2018 Priorities Update serves three fundamental purposes: 1) Provide direction to state agencies on the most important actions to be executed in 2018 to enable progress toward the 2025 targets and 2030 Vision; 2) Give stakeholders transparency into the actions state agencies plan to take (or are taking) this year to further the ZEV market; and 3) Create a platform for stakeholder engagement, feedback, and collaboration. As of July 2018, over 410,000 ZEVs have been sold in California, which is approximately 150,000 ZEVs since the publication of the 2016 Action Plan in October 2016.

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[63] Advanced Clean Cars II Program. Available at: https://ww2.arb.ca.gov/advanced-clean-cars-ii-meetings-workshops. Accessed: May 2022.

[64] Executive Order B-16-2012. Available at: https://www.ca.gov/archive/gov39/2012/03/23/news17472/. Accessed: May 2022.

[65] Governor's Interagency Working Group on Zero-emission Vehicles. 2018. Available at: https://static.business.ca.gov/wp-content/uploads/2019/12/2018-ZEV-Action-Plan-Priorities-Update.pdf. Accessed: May 2022.

In June 2020, CARB approved the Advanced Clean Trucks regulation, which has requirements for manufacturer ZEV sales and a one-time reporting requirement for large entities and fleets.[66] The Advanced Clean Truck Regulation is part of a holistic approach to accelerate a large-scale transition of zero emission medium-and heavy-duty vehicles from Class 2b to Class 8. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero emission truck/chassis sales need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. Large employers including retailers, manufacturers, brokers, and others are required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, are required to report about their existing fleet operations. This information helps to identify future strategies to ensure that fleets purchase available zero emission trucks and place them in service where suitable to meet their needs.

On September 23, 2020, California Governor Gavin Newsom issued Executive Order N-79-20, which entails the following actions:

- All new passenger vehicles sold in California be zero emission by 2035
- All medium- and heavy-duty vehicles be zero emission where feasible by 2045
- All off-road vehicles and equipment be zero emission where feasible by 2035

Governor Newsom ordered extensive interagency efforts to support the Executive Order, including evaluations of technological feasibility and cost effectiveness, expansion of EV charging options and affordable fueling, as well as identification of near-term strategies to increase zero emission public transportation options.

The Executive Order was generally aimed at transitioning away from fossil fuel dependence in the State, with emphasis on transportation initiatives. However, Governor Newsom addressed efforts to repurpose oil production facilities and extraction sites while continuing the State's existing goals to reduce the carbon intensity of fuels.[67]

2.2.2.10 Water

In January 2014, Governor Brown signed EO B-29-15, which directed the State Water Resources Control Board to impose restrictions to reduce residential potable urban water usage; to implement water efficiency measures at commercial, industrial, and institutional properties; and to prohibit irrigation with potable water for certain uses. In addition, this directed the California Department of Water Resources to lead a statewide initiative to replace laws and ornamental turfs with drought tolerant landscapes.

Pursuant to the EO B-29-15, water-related standards were adopted as amendments to the 2013 CalGreen Code and carried over into the 2016 code.

Following EO-B-29-2015, Governor Brown signed EO-B-37-16 in May 2016 to promote more conscious consumer water use and to improve agricultural water use efficiency and drought planning.

[66] CARB. 2020. Advanced Clean Trucks. Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks. Accessed: May 2022.

[67] State of California. 2020. Executive Order N-79-20. Available at: https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf. Accessed: May 2022.

2.2.2.11 Solid Waste Diversion

The California Integrated Waste Management Act of 1989, as modified by AB 341 (Chesbro, 2011), requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; (2) diversion of 50 percent of all solid waste on and after January 1, 2000; and (3) source reduction, recycling and composting of 75 percent of all solid waste on or after 2020, and annually thereafter. CalRecycle is required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal.

CalRecycle published a discussion document, entitled *California's New Goal: 75 Percent Recycling,* which identified concepts that would assist the State in reaching the 75 percent goal by 2020. Subsequently, in August 2015, CalRecycle released the *AB 341 Report to the Legislature*, which identifies five priority strategies for achievement of the 75 percent goal: (1) moving organics out of landfills; (2) expanding recycling/ manufacturing infrastructure; (3) exploring new approaches for State and local funding of sustainable waste management programs; (4) promoting State procurement of post-consumer recycled content products; and (5) promoting extended producer responsibility.

2.2.2.12 Draft Climate Adaptation Strategy

The Draft California Climate Adaptation Strategy, dated October 18, 2021, outlines the state's key climate resilience priorities, includes specific and measurable steps, and serves as a framework for action across sectors and regions in California.[68]

The priorities outlined in the Strategy are as follows: 1) Strengthen Protections for Climate Vulnerable Communities, 2) Bolster Public Health and Safety in Light of Increasing Climate Risks, 3) Build a Climate Resilient Economy, 4) Accelerate Nature-Based Climate Solutions and Strengthen Climate Resilience of Natural Systems, 5) Make Decisions based on the Best Available Climate Science, and 6) Partner and Collaborate to Leverage Resources.

2.2.3 Regional

2.2.3.1 MTC/ABAG RTP and Sustainable Communities Strategy

As previously discussed, SB 375 requires MTC/ABAG to incorporate a Sustainable Communities Strategy into its RTP that achieves the GHG emission reduction targets set by CARB. MTC/ABAG's Sustainable Communities Strategy was first included in the 2013 Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS), which was adopted by MTC/ABAG in July 2013. The original plan has since been superseded by the RTP/SCS adopted by MTC/ABAG in October 2021 called Plan Bay Area 2050.

In general, the goals and policies of the Sustainable Communities Strategy are to improve mobility, accessibility, reliability, efficiency, livability, sustainability, and equity. The Sustainable Communities Strategy adopted by MTC/ABAG is expected to reduce per capita transportation emissions by 19% by 2035, as compared to 2005 baseline levels.

Pursuant to Government Code Section 65080(b)(2)(K), a Sustainable Communities Strategy does not: (i) regulate the use of land; (ii) supersede the land use authority of cities and

[68] California Natural Resources Agency. 2021. Draft California Climate Adaptation Strategy. Available at: https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Climate-Resilience/SAS-Workshops/Draft-CA-Climate-Adaptation-Strategy-ada.pdf. Accessed: May 2022.

counties; or (iii) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it.

2.2.3.2 Bay Area Air Quality Management District

While CARB is responsible for the regulation of mobile emission sources within the State, local air quality management districts (AQMDs) and air pollution control districts (APCDs) are responsible for enforcing standards and regulating stationary sources. The Project area is located within the Bay Area Air Basin and is subject to the Bay Area Air Quality Management District (BAAQMD) guidelines and regulations.

On April 20, 2022, the BAAQMD Board of Directors held a public meeting and adopted the *CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans* (Guidance).[69] In its Guidance, the District recommends thresholds for determining whether a proposed project will have a significant impact on climate change. Under the Guidance, the District establishes that if a project would contribute its "fair share" of what will be required to achieve the long-term climate goals in California, then a reviewing agency can find that the impact will not be significant because the project will help to solve the problem of global climate change.

2.2.4 Local

2.2.4.1 City of San Jose General Plan

The current City of San Jose General Plan, adopted originally in 2011, has a Greenhouse Gas Reduction Strategy as an appendix which addresses GHG emissions.[70] The City's General Plan includes GHG reduction strategies which are intended to improve the quality of life, the environment, and related economic opportunities in San Jose.

2.2.4.2 City of San Jose's 2030 GHG Reduction Strategy

The City of San Jose first prepared a GHG Reduction strategy in June 2011 as part of the Envision San Jose 2040 General Plan. In August 2020, the City of San Jose adopted a 2030 GHG Reduction Strategy (GHGRS), also referred to as a qualified climate action plan, as its primary strategy for reducing GHG emissions under the control or influence of the City.[71] The GHGRS was prepared under the BAAQMD CEQA Guidelines to development the Greenhouse Gas Reduction Strategy to be used for tiering and streamlining GHG analysis under CEQA. The GHG Reduction Plan develops an emissions target that is consistent with the state's adopted 2030 GHG target and demonstrates San José fair share reductions toward statewide target achievement. A Development Compliance Checklist was created as part of the City's GHG Reduction Strategy to apply the relevant General Plan and 2030 GHGRS policies through a streamlined review process for proposed new development projects that are subject to discretionary review and that trigger environmental review under CEQA. Significance thresholds for GHG emissions are discussed in more detail below.

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[69] BAAQMD. 2022. CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans. Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-thresholds-2022/justification-report-pdf.pdf?la=en. Accessed: May 2022.

[70] City of San Jose. 2011. Envision San Jose 2040 General Plan. Available at: https://www.sanjoseca.gov/home/showpublisheddocument/22359/637841721973600000. Accessed: May 2022.

[71] AECOM. 2020. City of San Jose 2030 Greenhouse Gas Reduction Strategy. Available at: https://www.sanjoseca.gov/home/showpublisheddocument/63605/637345707563600000. Accessed: May 2022.

2.2.5 Other CEQA Guidance

2.2.5.1 CAPCOA

a) CAPCOA 2008 CEQA & Climate Change White Paper

In January 2008, the California Air Pollution Control Officers Association (CAPCOA) published its *CEQA & Climate Change* white paper.[72] In the white paper, CAPCOA surveyed three options available to CEQA lead agencies for purposes of evaluating the significance of a project's GHG emissions, including identifying no significance thresholds for GHG emissions, setting a zero emissions threshold, or setting a non-zero emissions threshold. As to the non-zero thresholds, CAPCOA's white paper considered two approaches, one grounded in statute and executive order with four possible options, and one grounded in a tiered framework. As for the approach grounded in statute and executive order, CAPCOA identified four threshold concepts:

- Threshold 1.1: AB 32/S-3-05 Derived Uniform Percentage-Based Reduction;
- Threshold 1.2: Uniform Percentage-Based (e.g., 50 percent) Reduction for New Development;
- Threshold 1.3: Uniform Percentage-Based Reduction by Economic Sector; and
- Threshold 1.4: Uniform Percentage-Based Reduction by Region.

For purposes of the tiered framework approach, a project's GHG emissions would result in a less than significant impact provided one of the following criteria were achieved: (1) compliance with a general or regional plan in alignment with AB 32; (2) application of a CEQA exemption; (3) inclusion on the "green list;" (4) consistency with a qualified GHGRS; or (5) demonstration that quantified GHG emissions are less than significant. Tables 4 and 5 of the white paper identified advantages and disadvantages associated with all of the options presented for consideration.

b) CAPCOA 2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

In December 2021, CAPCOA published the final draft of the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* report, which builds upon CAPCOA's previous efforts to provide accurate and reliable quantification measures.[73] This Handbook identifies and evaluates new and emerging GHG reduction measures and removed outdated measures from the 2010 Handbook. The purpose of the Handbook is to provide local governments with accurate, reliable, and standardized emission reduction quantification methods for land use, climate action, and long-term planning. It also aims to support and enhance the consideration of climate vulnerabilities, health, and equity during the planning process.

[72] CAPCOA is a non-profit association of the air pollution control officers from all 35 local air quality agencies throughout California.

[73] CAPCOA. 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Available at: http://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf. Accessed: May 2022.

3. SIGNIFICANCE THRESHOLDS

3.1 CEQA Guidelines on GHG Emissions

In 2007, SB 97 was enacted and directed OPR and the California Natural Resources Agency to prepare amendments to the CEQA Guidelines addressing the analysis of GHG emissions under CEQA. Following formal rulemaking, a series of amendments to the CEQA Guidelines were adopted to provide the general framework for the analysis of GHG emissions, and became effective in 2010. The amendments do not provide a mandatory, quantitative rubric for GHG emissions analysis, but instead provide general guidance and recognize long-standing CEQA principles regarding the discretion afforded to lead agencies where supported by substantial evidence. More specifically, CEQA Guidelines Section 15064.4(a) recognizes that the "determination of the significance" of GHG emissions "calls for careful judgment by the lead agency" in accordance with the more general provisions of CEQA Guidelines Section 15064; each agency "shall have discretion to determine" whether to conduct quantitative or qualitative analysis, provided its determination is supported by substantial evidence. Section 15064.4 was most recently amended by OPR and the California Natural Resources Agency in December 2018.

The analysis provided in this report evaluates the significance of the Project's GHG emissions by reference to the following questions from Section VIII, Greenhouse Gases, of Appendix G of the CEQA Guidelines:

Threshold 1. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold 2. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

3.2 BAAQMD Guidance

In the BAAQMD's 2022 *CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans* (Guidance)[74], BAAQMD has analyzed what will be required of new land use development projects to achieve California's long-term climate goal of carbon neutrality by 2045. The District found that a new land use development project being built today needs to incorporate the following design elements (Threshold A or Threshold B) to do its "fair share" of implementing the goal of carbon neutrality by 2045:

A. Projects must include, at a minimum, the following project design elements:
    1. Buildings
        a. The project will not include natural gas appliances or natural gas plumbing (in both residential and non-residential development).
        b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
    2. Transportation
        a. Achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping

[74] BAAQMD. 2022. CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans. Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-thresholds-2022/justification-report-pdf.pdf?la=en. Accessed: May 2022.

Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

i. Residential projects: 15 percent below the existing VMT per capita

ii. Office projects: 15 percent below the existing VMT per employee

iii. Retail projects: no net increase in existing VMT

b. Achieve compliance with off-street EV requirements in the most recently adopted version of CalGreen Tier 2.

B. Projects must be consistent with a local GHGRS that meets the criteria under State CEQA Guidelines Section 15183.5(b).

If a project is designed and built to incorporate these design elements, then it will contribute its portion of what is necessary to achieve California's long-term climate goals—its "fair share"—and an agency reviewing the project under CEQA can conclude that the project will not make a cumulatively considerable contribution to global climate change. If the project does not incorporate these design elements, then it should be found to make a significant climate impact because it will hinder California's efforts to address climate change.

3.3 Project Approach to Significance

This Greenhouse Gas Technical Report assesses significance of GHG impacts using two different methodologies. Each of the methodologies is a separate and independent ground for the significance determination.

First, this report assesses consistency with Section VIII, Greenhouse Gases, of Appendix G of the CEQA Guidelines. Specifically, relative to Threshold 1, this report quantifies the Project's GHG emissions during operation and construction for disclosure. Relative to Threshold 2, this report evaluates the Project for consistency with applicable plans related to GHG emissions at the state, regional, and local levels. Notably, this report assesses consistency with Threshold B of the BAAQMD Guidance through evaluating consistency with the 2030 San Jose GHGRS, which is identified as the local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).[75] Project conformance with the 2030 San Jose GHGRS is addressed by evaluating consistency with measures presented in the Compliance Checklist (Tables A and B) in Attachment A.

[75] City of San Jose. 2022. 2030 Greenhouse Gas Strategy & Addendum. Available at: https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/2030-ghgrs-addendum. Accessed: June 2022.

4. PROJECT GHG EMISSIONS INVENTORY

This section describes the methodology that Ramboll used to develop the GHG emission inventories associated with the Project, which include one-time emissions (construction emissions and emissions due to vegetation changes), and operational emissions. Sub-categories of GHG operational emissions include: **area sources, energy use**, **water supply and wastewater**, **solid waste,** and **mobile sources**.

4.1 Measurement, Resources and Baseline Condition

4.1.1 Units of Measurement: Tonnes of CO_2 and CO_2e

In this report, the term "GHGs" includes gases that contribute to the natural greenhouse effect, such as CO_2, CH_4, N_2O, and water, as well as gases that are only man-made and that are emitted through the use of modern industrial products, such as HFCs and chlorofluorocarbons (CFCs). GHG emissions are typically measured in terms of mass of CO_2e. CO_2e are calculated as the product of the mass of a given GHG and its specific GWP, as described in **Section 2.1**. GWPs of 25 and 298 were used for CH_4 and N_2O, respectively, for this analysis. In many sections of this report, including the final summary sections, emissions are presented in units of CO_2e either because the GWPs of CH_4 and N_2O were accounted for explicitly, or the CH_4 and N_2O are assumed to contribute a negligible amount of GWP when compared to the CO_2 emissions from that particular emissions category.

In this report, a tonne refers to MT (1,000 kilograms). Additionally, exact totals presented in all tables and report sections may not equal the sum of components due to independent rounding of numbers.

4.1.2 Resources

4.1.2.1 CalEEMod® Methodology

Ramboll primarily utilized the California Emissions Estimator Model (CalEEMod®) version 2020.4.0[76] methodology to assist in quantifying the GHG emissions in the inventories presented in this report for the Project. CalEEMod® provides methodology to calculate both construction emissions and operational emissions from a land use development project. It calculates total or annual GHG emissions. Specifically, the model methodology aids the user in the following calculations:

- One-time short-term construction emissions associated with site preparation, grading, building, and paving from off-road construction equipment, and on-road mobile equipment associated with workers, vendors, and hauling.
- One-time vegetation sequestration changes, such as permanent vegetation land use changes and new tree plantings.
- Operational emissions associated with the fully built out land use development, such as on-road mobile vehicle traffic generated by the land uses, off-road emissions from landscaping equipment, natural gas usage in the buildings, electricity usage in the buildings, water usage by the land uses, and solid waste disposal by the land uses.

CalEEMod® is a statewide program designed to calculate both criteria pollutant and GHG emissions from development projects in California developed under the auspices of the South

[76] SCAQMD. 2021. California Emissions Estimator Model®. Available at: https://www.aqmd.gov/caleemod/. Accessed: January 2022.

Coast Air Quality Management District (SCAQMD), with input from other California air districts, and is currently supported by numerous lead agencies for use in quantifying the emissions associated with development projects undergoing environmental review. CalEEMod® utilizes widely accepted models for emission estimates combined with appropriate default data that can be used if site-specific information is not available. These models and default estimates use sources such as the USEPA AP-42 emission factors,[77] CARB's on-road and off-road equipment emission models such as the EMission FACtor model (EMFAC) and the Emissions Inventory Program model (OFFROAD), and studies commissioned by California agencies such as the CEC and CalRecycle.

As mentioned above, CalEEMod® is based upon the CARB approved OFFROAD and EMFAC models. OFFROAD[78] is an emission factor model used to calculate emission rates from off-road mobile sources (e.g., construction equipment, agricultural equipment). The off-road diesel emission factors used by CalEEMod® are based on the CARB OFFROAD2011 program. EMFAC is an emission factor model used to calculate emissions rates from on-road vehicles (e.g., passenger vehicles). CalEEMod® 2020.4.0 contains EMFAC2017 emission factors.[79] EMFAC2017 has been superseded by EMFAC2021. In order to allow for a more accurate representation of mobile source operational emissions associated with the Project, operational mobile source emission factors were estimated using EMFAC2021.

In addition, CalEEMod® contains default values and existing regulation methodologies to use in each specific local air district region. Appropriate statewide default values can be utilized if regional default values are not defined. Ramboll used default factors for the Santa Clara County area (within the BAAQMD's jurisdiction) for the emissions inventory, unless otherwise noted in the methodology descriptions below.

Details regarding the specific methodologies used by CalEEMod® can be found in the CalEEMod® User's Guide and associated appendices.[80]

4.1.2.2 Other Resources

Ramboll directly or indirectly relied on emissions estimation guidance from government-sponsored organizations, government-commissioned studies of energy use patterns, Project-specific studies (e.g., Kittelson's Transportation Impact Analysis[81]), and emission estimation software as described above. In cases noted below, third-party studies were also relied upon to support analyses and assumptions made outside of the approach described above.

[77] The USEPA maintains a compilation of Air Pollutant Emission Factors and process information for several air pollution source categories. The data is based on source test data, material balance studies, and engineering estimates. Available at: https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-compilation-air-emissions-factors. Accessed: January 2022.

[78] CARB. 2017. Off Road Mobile Source Emission factors. Available at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory. Accessed: January 2022.

[79] CARB. 2017. EMFAC2017. Available at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools-emfac-software-and. Accessed: January 2022.

[80] SCAQMD. 2021. California Emissions Estimator Model User's Guide. Version 2020.4.0. Available at: https://www.aqmd.gov/caleemod/. Accessed: January 2022.

[81] Kittelson & Associates, Inc. 2022. SW San Jose Costco Transportation Analysis.

4.1.3 Indirect GHG Emissions from Electricity Use

Project-related electricity use results in indirect emissions, due to electricity generation activities occurring at off-site power plant locations. For the Project, electrical power will be supplied by PG&E and the Project will participate in the PG&E "Solar Choice" program, which is PG&E's program to provide 100% solar electricity to customers. The indirect GHG emissions created as a result of Project-related electricity use are calculated through application of the following methodology.

For purposes of electricity use, intensity factors are GHG emission rates from a given source relative to the energy generation activities, and are expressed in terms of the amount of GHG released per megawatt of energy produced. The default electricity intensity factors for PG&E in CalEEMod® for CO_2, CH_4, and N_2O are 203.983, 0.033, and 0.004 pounds (lbs) of GHG per megawatt-hour, respectively. The CalEEMod® CO_2 default factor is based on the emission factor provided to Sacramento Metro Air Quality Management District by PG&E. The CH_4 and N_2O default factors are based on E-Grid values for the Western Electricity Coordinating Council California and Mexico (CAMX) region. PG&E's Power/Utility Protocol (PUP) reports show that renewable energy sources do not result in any new CO_2 emissions.

While CalEEMod®'s emission factors for CH_4 and N_2O conservatively were used for this project, CalEEMod®'s CO_2 intensity factor was modified based on PG&E's 2019 Corporate Sustainability Report, to account for the Renewables Portfolio Standard's (RPS) requirement for 2030 (i.e., 60 percent RPS). The 2017 and 2018 mix of renewable and non-renewable energy sources in PG&E's energy supply were both used to calculate the intensity factors for PG&E's non-renewable energy. (For disclosure purposes, PG&E's current RPS is 30.6 percent.)[82] The PG&E data provides the basis for the estimate of the intensity factors for the non-renewable energy; and this data is used to project what the intensity factors will be when the Project reaches buildout. The intensity factor for CO_2 is calculated by multiplying the percentage of energy delivered by PG&E from non-renewable energy resources with the intensity factor for non-renewable energy as calculated (see **Section 4.3.4** below).

4.2 One-Time Emissions

One-time emissions are those emissions that are not reoccurring over the life of the Project. This includes emissions associated with construction and emissions associated with land use changes.

4.2.1 Construction Emissions

This section describes the estimation of GHG emissions from construction activities at the Project site. While the exact construction schedule and equipment mix may vary from the current analysis, the GHG emissions are not expected to be higher than that calculated given the conservative assumptions included in this analysis.

The major construction phases included in this analysis are:

- Demolition: involves removing buildings or structures.
- Site Preparation: involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

[82] PG&E. 2021 Corporate Responsibility and Sustainability Report. Available at: https://www.pgecorp.com/corp_responsibility/reports/2021/pf04_renewable_energy.htmlAccessed: June 2022.

- Grading: involves the cut and fill of land to ensure the proper base and slope for the construction foundation.
- Building Construction: involves the construction of structures and buildings.
- Paving: involves the laying of concrete or asphalt such as in parking lots or roads.
- Architectural Coating: involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

GHG emissions from these construction phases are attributable to fuel use from construction equipment usage onsite and from on-road worker, vendor, and hauling trips.

Ramboll primarily used CalEEMod® to quantify the construction emissions. The modeled construction schedule is shown in **Table 4-1**. The construction off-road equipment list and specifications are based on CalEEMod® model defaults. **Table 4-2** presents the material handling volumes which are anticipated to be imported and exported. **Table 4-3** includes the Project-specific demolition assumptions.

4.2.1.1 Emissions from On-Road Construction Trips

Construction generates on-road vehicle GHG emissions from personal vehicles for worker and vendor commuting, and trucks for soil and material hauling. These emissions are based on the number of trips and VMT, along with emission factors from EMFAC. Default model trip rates were used for construction. The emissions from mobile sources were calculated in CalEEMod® with the trip rates, trip lengths, and emission factors for running exhaust from EMFAC as follows:[83]

$$\text{Emissions}_{\text{pollutant}} = \text{VMT} * \text{EF}_{\text{running, pollutant}}$$

Where:

$\text{Emissions}_{\text{pollutant}}$ = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

$\text{EF}_{\text{running, pollutant}}$ = emission factor for running emissions

On-road construction trip emissions are presented in the CalEEMod® output in **Appendix A**. The number of haul trips was estimated based on the volume of soil to be imported/exported (**Table 4-2**) and the square footage to be demolished (**Table 4-3**) using CalEEMod® default assumptions for truck size. The Project construction requires concrete trucks during building construction. These trucks will pour concrete required for building slabs. To capture the annual emissions from the concrete pours and as a conservative assumption, vendor trips were updated within CalEEMod® to account for the additional concrete pour trips within the building construction phase. Emissions from the concrete truck trips are presented in **Appendix A**. The emissions during the unloading at the site were calculated separately outside of CalEEMod®. These calculations are presented in **Table 4-4** and **Table 4-5**, respectively.

[83] SCAQMD. 2021. California Emissions Estimator Model® User's Guide, Appendix A. Available at: https://www.aqmd.gov/caleemod/. Accessed: January 2022.

4.2.1.2 Emissions from Construction Equipment

The emissions associated with construction equipment are from off-road equipment engine use based on the equipment list and phase length, and on-road vehicle trips and phase length. Default off-road equipment types and specifications were used for construction.

Since the majority of the off-road construction equipment used for construction projects are diesel-fueled, CalEEMod® assumes all of the equipment operates on diesel fuel. The calculations include the running exhaust emissions from off-road equipment. Since the equipment is assumed to be diesel, there are no starting emissions associated with the equipment, as these are *de minimis* for diesel-fueled equipment. The exhaust emissions are calculated based on CARB's OFFROAD2011 methodology using the equation presented below.[84]

$$\text{Emissions}_{\text{Diesel}} = \sum_{i} \left(\text{EF}_i \times \text{Pop}_i \times \text{AvgHP}_i \times \text{Load}_i \times \text{Activity}_i \right)$$

Where:

EF	=	Emission factor in grams per horsepower-hour (g/bhp-hr) as processed from OFFROAD2011
Pop	=	Population, or the number of pieces of equipment
AvgHp	=	Maximum rated average horsepower
Load	=	Load factor
Activity	=	Hours of operation
i	=	equipment type

Emissions for off-road construction equipment for each phase of construction are detailed in **Appendix A**.

4.2.1.3 Total Construction Emissions

The Project construction emissions were run within CalEEMod® to generate the annual emissions. When running CalEEMod®, twice daily watering was included for fugitive dust control during construction per BAAQMD CEQA Guidelines. The total emissions from construction from all phases for off-road and on-road emissions in 2024 and 2025 are summarized in **Appendix A**.

4.2.2 Vegetation Changes

Vegetation changes that occur as a result of land use development constitute a one-time change in the carbon sequestration capacity of a project site. In this case, the Project is expected to add additional landscaped area and trees.

4.3 Annual Operational Emissions

This section describes the estimation of GHG emissions from operational activities at the Project site. The operational emissions were calculated primarily utilizing CalEEMod®. Emissions associated with delivery trucks and transportation refrigeration units (TRUs) were calculated in Excel due to the limitations of CalEEMod®. Operational GHG emissions are

[84] SCAQMD. 2018. California Emissions Estimator Model® User's Guide, Appendix A. Available at: https://www.aqmd.gov/caleemod/. Accessed: January 2022.

calculated for landscaping, natural gas and electricity usage, on-road mobile trips, water usage, and solid waste generated. Operational emissions are evaluated for the first year of Project Operation in 2025.

4.3.1 Area Sources

Area sources are direct sources of GHG emissions, such as emissions from landscaping activities. The area source GHG emissions included in this analysis are landscaping-related fuel combustion sources, such as lawn mowers.

4.3.2 Mobile Sources

The GHG emissions associated with on-road mobile sources are generated from workers, vendors, and haul trucks traveling to and from the Project site. The GHG emissions associated with on-road mobile sources include running and starting exhaust emissions. Running emissions are dependent on VMT. Starting emissions are associated with the number of starts or time between vehicle uses and the assumptions used in determining these values are described below. Ramboll calculated mobile source emissions using trip rates and trip length information based on analyses conducted by Kittelson[85].

The analysis includes the benefit of reductions from some adopted regulatory programs, which are accounted within EMFAC2021 as follows:

- AB 1493 ("the Pavley Standard") required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. EMFAC2021 includes emission reductions for non-commercial passenger vehicles and light-duty trucks of model year 2017 – 2025.
- The ACC program adopted by CARB, introduced in 2012, combines the control of smog, soot causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2015 through 2025. EMFAC2021 includes reductions associated with this regulation that are represented in this analysis.
- The USEPA/NHTSA advanced fuel economy and GHG standards (Phase 1) were adopted in 2011 for medium-and heavy-duty trucks for model years 2014-2018.[86] This Heavy-Duty National Program is intended to reduce fuel use and GHG emissions from medium- and heavy-duty vehicles, semi-trucks, pickup trucks and vans, and all types and sizes of work trucks and buses in between. EMFAC2021 includes reductions associated with this regulation that are represented in this analysis.
- The USEPA/NHTSA advanced fuel economy and GHG standards (Phase 2) were adopted in 2016 for medium- and heavy-duty trucks for model years 2018 and beyond.[87] The Phase 2 program includes technology-advancing standards that substantially reduce GHG emissions and fuel consumption resulting in an ambitious, yet achievable, program that will allow manufacturers to meet the applicable standards over time, at reasonable cost,

[85] Kittelson & Associates, Inc. 2022. SW San Jose Costco Transportation Analysis.

[86] USEPA, Office of Transportation and Air Quality. 2011. Available at: https://www.gpo.gov/fdsys/pkg/FR-2011-09-15/pdf/2011-20740.pdf. Accessed: January 2022.

[87] USEPA, Office of Transportation and Air Quality. 2016. Available at: https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed: January 2022.

through a mix of different technologies. The Phase 2 program's standards will be phased in, beginning with model year 2021 and culminating with model year 2027.[88]

4.3.2.1 Estimating Mobile Source Emissions

Mobile source emissions calculation requires trip rates and trip lengths for each different trip type in the Project (e.g., employee, member, and warehouse truck).

The following sections describe the methodology to derive the necessary inputs.

a) *Trip Generation Rates*

The trip generation rates for the Project and baseline condition were based on Kittelson data. The non-delivery vehicle trip rates for the Project and baseline condition are shown in **Table 4-6**. Delivery vehicle trip rates are shown in Table B-1 of **Appendix B**.

b) Trip Lengths

The Project trip lengths were based on Kittelson analysis. Baseline trip lengths were based on CalEEMod® defaults. Non-delivery vehicle trip lengths are shown in **Table 4-6** and delivery vehicle trip lengths are shown in **Table B-1** of **Appendix B**.

c) Fleet Mix

The Project and baseline fleet mixes were based on EMFAC2021 default fleet mix for Santa Clara County, calendar years 2025 and 2022, respectively. The warehouse delivery trucks were assumed to be diesel-fueled heavy-heavy-duty trucks.

d) Transport Refrigeration Units

The Project includes TRUs, which are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including truck vans, semi-truck trailers, shipping containers, and railcars. Approximately 15% of the warehouse delivery trucks will be equipped with TRUs. TRU emission factors were calculated based on OFFROAD2021 output for Santa Clara County in calendar year 2025. Emissions of CO_2 from TRUs are shown in **Table 4-8**.

e) Net VMT

The Westgate West Costco Transportation Analysis prepared by Kittelson shows that the project has been found to reduce total regional daily VMT, leading to a net negative VMT.

To account for these VMT benefits, two separate CalEEMod runs for operation were generated. The first run (net VMT run) generates emissions estimates for the net VMT. The second run (project operation run) only accounts for the new trip-based emissions from the project (i.e., new member and employee vehicle trips).

4.3.2.2 Mobile Source Emissions

The weighted emission factors from running exhaust and idling emission factors for delivery trucks are presented in **Appendix B, Table B-2**. The overall mobile source emissions from running and idling for delivery trucks are shown in **Appendix B, Table B-3**, along with the VMT, trips, and idling durations.

[88] The emission reductions attributable to Phase 2 of the regulations for medium- and heavy-duty trucks were not included in the Project's emissions inventory due to the difficulty in quantifying the reductions. Excluding these reductions results in a more conservative (i.e., higher) estimate of emissions for the Project.

Mobile source emissions from non-delivery vehicles for the Project are estimated using CalEEMod® and can be found in **Appendix A**. Baseline mobile source emissions estimated using CalEEMod® can be found in **Appendix A.**

4.3.3 Water Supply, Treatment and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute the Project's water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Additionally, direct CH_4 and N_2O emissions result from the treatment of wastewater. Water demand and wastewater generation values were based on CalEEMod® defaults.

The water usage and associated GHG emissions are shown in **Appendix A** for the Project and baseline conditions.

4.3.4 Energy Use

Energy usage within buildings (e.g., electricity and natural gas) contribute to the Project's GHG inventory. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

To estimate GHG emissions from the natural gas and electricity usage for the Project and baseline conditions, Ramboll utilized CalEEMod® default assumptions, which incorporate Title 24 2019 Standards. **Table 4-7** identifies the emission factors for electricity (i.e., pounds of CO_2 per megawatt-hour delivered) used in this analysis. As illustrated in **Table 4-7**, a PG&E-specific emission factor that accounts for interpolation between the 33 percent RPS required by 2020 and 60 percent RPS required by 2030, as discussed in **Section 4.1.3**, was calculated. The Project will participate in the PG&E "Solar Choice" program, which is PG&E's program to provide 100% solar electricity to customers.

The annual natural gas and electricity use and corresponding GHG emissions for the Project and baseline condition are shown in **Appendix A**.

4.3.5 Solid Waste

Municipal solid waste (MSW) is the amount of material that is disposed of by landfilling, recycling, or composting. CalEEMod® calculates the indirect GHG emissions associated with waste that is disposed of at a landfill. The program uses annual waste disposal rates from the CalRecycle data for individual land uses. CalEEMod® uses the overall California Waste Stream composition to generate the necessary types of different waste disposed into landfills. The program quantifies the GHG emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon. The program quantifies the CO_2 emissions associated with the combustion of methane, if applicable. Default landfill gas concentrations were used as reported in Section 2.4 of AP-42. The IPCC has a similar method to calculate GHG emissions from MSW in its 2006 Guidelines for National Greenhouse Gas Inventories.

Solid waste generation associated with the Project and the baseline condition are based on default values for waste generation in CalEEMod®. The Project and baseline condition's solid waste generation and GHG emissions associated with solid waste are provided in **Appendix A.**

4.4 Total Annual Operational Emissions

As shown in **Table 4-9**, the Project operational emissions are -8,410 MT CO_2e per year. Project operational emissions are negative because they assume buildout of the Project minus the baseline condition, whereby the Project emissions are lower than the baseline condition emissions. The GHG emissions at buildout are 807 MT CO_2e per year, and Project construction emissions are 2,677 MT CO_2e. When amortized over a period of 30 years, the emission estimates for the Project construction are 89 MT CO_2e/yr.[89] Emissions from the baseline conditions are 9,129 MT CO_2e/year.

[89] This approach to one-time construction and vegetation change GHG emissions is based on the GHG Threshold Working Group Meeting #13 Minutes from August 26, 2009. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf. Accessed: January 2022.

5. PROJECT INVENTORY IN CONTEXT

This section assesses the significance of the Project's emissions for purposes of CEQA.

5.1 Consistency Evaluation with CEQA Guidelines

5.1.1 Project Emissions Inventory

This section evaluates the significance of the Project's GHG emissions by reference to Threshold 1 from Section VIII, Greenhouse Gases, of Appendix G of the CEQA Guidelines:

Threshold 1. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

5.1.1.1 GHG Inventory

The Project GHG emissions were calculated to be -8,410 MT CO_2e/yr. As discussed in Section 4.4, the Project results in a net decrease in emissions as compared to the baseline conditions. Since the Project does not result in an increase in GHG emissions, the Project is determined to be less than significant.

5.1.2 Plan Consistency Analysis

This section evaluates the significance of the Project's GHG emissions by reference to Threshold 2 from Section VIII, Greenhouse Gases, of Appendix G of the CEQA Guidelines:

Threshold 2. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

5.1.2.1 Statewide Emissions Reduction Targets

As discussed in **Section 2.2.2.2**, the 2022 Scoping Plan Update has priority GHG reduction strategies that are the focus for the state to achieve its statewide emission reduction targets. The three main priorities areas are "Transportation Electrification", "VMT Reduction", and "Building Decarbonization". These measures represent the core strategies that local jurisdictions in California can implement to reduce GHGs in alignment with State goals.

The Project will serve the needs of consumers in California and provide an effective and efficient means to shop at the warehouse while doing other shopping and dining in the Westgate West shopping mall. The Project's emissions sources are regulated (and are foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives and the Project will continue to meet those regulations to continually improve and reduce GHG emissions. Costco has a focus on sustainability, with specific measures being implemented to manage energy use across its warehouses. Costco's warehouse designs are consistent with the requirements of Leadership in Energy and Environmental Design, an internationally accepted benchmark for green building design and construction. Costco continues to improve the design and construction of its buildings, as technological advancements in these areas and building materials improve. Improved engineering and design has resulted in the use of less materials, such as columns and I-beams, while providing more strength. Costco prefers full metal buildings in order to use the maximum amount of recycled material.

As demonstrated in **Table C-1** in **Appendix C**, the Project would be consistent with applicable California Scoping Plan strategies for the reduction of GHG emissions.

5.1.2.2 Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG)

The Project will be consistent with the state's GHG reduction goals and strategies as discussed in the MTC/ABAG's Plan Bay Area 2050[90] (the current RTP/SCS for the region), which contains four elements:

1. Housing Element– key implementation actions include providing financial resources and technical assistance through the Regional Housing Technical Assistance and Priority Development Area planning programs;
2. Economy Element – new workforce actions aimed at supporting the plan's ambitious transportation, housing, and resilience infrastructure goals as well as enhanced collaboration on regional and megaregional economic needs with labor, business, and education partners, among others, moving forward;
3. Transportation Element – implementing the recommendations of the Blue Ribbon Transit Recovery Task Force, the Fare Coordination and Integration Study, and the Regional Active Transportation Plan; and
4. Environment Element - evaluating and establishing clear roles and responsibilities for sea level rise adaptation planning, funding, and implementation, in collaboration with key partners.

The RTP is based on an analysis that considers the entire nine-county San Francisco Bay Area, and includes all projects involving changes in regional growth and land use in Santa Clara County, as well as the countywide vehicle traffic projections. Cumulative GHG emissions analyzed in the RTP were compared to regional GHG thresholds and analyzed under statewide plans and regulations. The RTP achieves GHG emissions reduction targets from mobile sources from 2005 levels by implementing a mix of commute trip reduction strategies, transportation demand management, and clean vehicle initiatives.

As shown in **Table C-2** in **Appendix C**, the Project would be consistent with applicable MTC/ABAG strategies for the reduction of GHG emissions.

5.1.2.3 City of San Jose GHG Reduction Strategy

As discussed in **Section 3.3**, the project's consistency with BAAQMD guidance was evaluated with respect to Threshold B, which requires projects to be consistent with a local GHGRS that meets the criteria under State CEQA Guidelines Section 15183.5(b). The 2030 San Jose GHGRS was identified as the local GHG reduction strategy that fulfilled this criteria. The City of San Jose's 2030 GHG Reduction Strategy contains a Compliance Checklist with actions for individual development projects. Individual projects are tasked with reviewing the GHG Reduction Strategy Compliance Checklist to assess the Project. The GHGRS includes two checklists 1) General Plan Policy Compliance, and 2) Greenhouse Gas Reduction Strategies. The General Plan Policy Compliance includes measures that cover the following areas: Consistency with the Land Use/Transportation Diagram, implementation of Green Building Measures, Pedestrian, Bicycle & Transit Site Design Measures, and Water Conservation and Urban Forestry Measures. The checklist also includes GHG reductions strategies which cover similar areas as the first checklist.

[90] MTC/ABAG. Plan Bay Area 2050. Available at: https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf. Accessed: May 2022.

Proposed development projects that are consistent with the GHGRS as determined through the use of the Compliance Checklist may rely on the GHGRS for the cumulative impacts analysis of GHG emissions.

As shown in the **GHG Compliance Checklist** in **Appendix C**, the Project is consistent with the City of San Jose's GHG Reduction Strategy. Some key measures that the project has committed to include PG&E's "Solar Choice" program (see **Section 4.1.3**), high efficiency water fixtures, 80% waste diversion, employee transit incentives, and encouragement of employee carpooling.

5.2 Impact Determination

The Project is expected to result in a net decrease in emissions when compared to the baseline conditions. The Project also would not conflict with the MTC/ABAG's RTP/SCS or statewide emission reduction targets, and is consistent with the City of San Jose's GHG Reduction Strategy. Therefore, the Project's GHG emissions will be less than significant in the context of Threshold 1 and Threshold 2, as discussed in **Section 3.3**.

In this context, and based on the analysis above, the Project's GHG emissions are not cumulatively considerable and the Project is less than significant.

TABLES

Table 4-1. Construction Schedule
Westgate West Costco Project
San Jose, California

CalEEMod® Phase Type[1]	Start Date[1]	End Date[1]	Phase Duration[2] (days)
Demolition	2/1/2024	2/1/2025	315
Site Preparation	2/1/2024	2/1/2025	315
Grading	2/1/2025	10/1/2025	208
Building Construction	3/1/2025	11/1/2025	211
Paving	6/1/2025	10/1/2025	105
Architectural Coating	3/1/2025	11/1/2025	211

Notes:

[1] Construction phases and duration are based on Project-specific estimates.

[2] The construction work week was assumed to be 6 days per week.

Abbreviations:

CalEEMod® - California Emissions Estimator Model

Table 4-2. Construction Material Movement **DRAFT**

Westgate West Costco Project
San Jose, California

Phase Name	Material Imported[1] (yd^3)	Material Exported[1] (yd^3)
Site Preparation	19,020	19,020
Grading	0	12,850

Notes:

[1] Soil import and export quantities based on project-specific data.

Abbreviations:

yd^3 - cubic yard

Table 4-3. Construction Demolition Assumptions **DRAFT**

Westgate West Costco Project
San Jose, California

Phase Name	Size Metric	Unit Amount[1]
Demolition/Site Prep	Building sqft	188,265

Notes:

[1] Square-footage quantity based on Project-specific data.

[2] The demolition square footage is existing building square footage that will be removed during demolition. CalEEMod® assumes a representative tonnage of waste material based on this building square footage.

Abbreviations:

CalEEMod® - California Emissions Estimator Model
sqft - square feet

Table 4-4. Building Construction Concrete Truck Greenhouse Gas Idling Emission Factors
Westgate West Costco Project
San Jose, California

EMFAC Vehicle Class[1]	Fuel[1]	Concrete Truck Fleet Mix[1]	Emission Process	Idling Emission Factor[2] (grams/idle-minute)		
				CO_2	N_2O	CH_4
HHDT	Dsl	50%	Idling	90.8	0.0	0.0
MHDT	Dsl	50%		103.7	0.0	0.0
Concrete Truck Weighted Emission Factor				**97.2**	**0.0**	**0.0**

Notes:

[1] Concrete trucks are assumed to be diesel-fueled, and 50% MHDT and 50% HHDT, per CalEEMod® defaults for vendor vehicle trips.

[2] Data obtained from EMFAC2021 project-level output.

Abbreviations:

CalEEMod® - California Emissions Estimator Model
CH_4 - methane
CO_2 - carbon dioxide
Dsl - Diesel
EMFAC - EMission FACtors model

Table 4-5. Building Construction Concrete Truck Greenhouse Gas Idling Emissions
Westgate West Costco Project
San Jose, California

Mobile Source Activity	Days of Construction[1] (days)	Number of Trucks[1] (trucks/day)	Number of Truck Round Trips[1] (round trips/year)	Idle Duration[1] (minutes/ round trip)	GHG Emissions[2] (MT/year)			
					CO_2	N_2O	CH_4	CO_2e[3]
Concrete Truck Idling	12	35	420	50	2.0	0.0	0.0	2.0
Total Emissions					**2.0**	**0.0**	**0.0**	**2.0**

Notes

[1] Data represents Project-specific idling of concrete trucks during a 12-day period within the building construction phase.

[2] Idling emissions were estimated using emission factors from Table 4-4 along with annual truck trips and idle duration.

[3] CO_2e was estimated using the IPCC Fourth Assessment Report global warming potentials of CO_2, CH_4, and N_2O, which are 1, 25, and 298 respectively.

Abbreviations:

CARB - California Air Resources Board
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
IPCC - Intergovernmental Panel on Climate Change
MT - metric tonnes
N_2O - nitrous oxide

Table 4-6. Operational Trip Rates for Costco Warehouse and Baseline Land Uses
Westgate West Costco Project
San Jose, California

Scenario	Land Use	Land use SubType	Size Metric	Trip Rate[1] (trips/1000 sqft/day)			Trip Length[2,3] (mile)			Trip Type Distribution[1]			Trip Destination Distribution[2,3]		
				Weekday	Saturday	Sunday	C-C	C-W	C-NW	Primary	Diverted	Pass-by	C-C	C-W	C-NW
Project - Net VMT Emissions[4]	Costco Warehouse	Discount Club	1000 sqft	69.98	69.98	69.98	-0.1084	0	0	100%	0%	0%	100%	0%	0%
Project[5]	Costco Warehouse	Discount Club	1000 sqft	19.58	19.58	19.58	0	0	0	100%	0%	0%	100%	0%	0%
Baseline	Retail	Regional Shopping Center	1000 sqft	87.05	87.05	87.05	7.3	9.5	7.3	66%	0%	34%	64.7%	16.3%	19.0%

Notes:

[1] Project-specific trip rates based on information provided by Kittelson & Associates in the Transportation Impact Analysis for the Westgate West Costco Project. Baseline trip rate and trip type is based on information provided by Kittelson & Associates for the Westgate West Costco Project.

[2] Project trip length for the project is based on the net VMT provided by Kittelson & Associates in the Transportation Impact Analysis for the Westgate West Costco Project. Since CalEEMod® treats C-W and C-NW and other types of trip VMTs the same, all the trips were combined into "C-C, Primary" trips.

[3] Project trip length and trip destination distribution for the baseline condition is based on CalEEMod® defaults.

[4] This project scenario represents the emissions due to the net VMT reduction, based on on information provided by Kittelson & Associates in the Transportation Impact Analysis for the Westgate West Costco Project.

[5] The project scenario includes the positive trips from the employees and new members, based on information provided by Kittelson & Associates in the Transportation Impact Analysis for the Westgate West Costco Project.

Abbreviations:

C-C - commercial-customer
C-NW - commercial-nonwork
C-W - commercial-work
CalEEMod® - California Emissions Estimator Model
mi - mile
sqft - square feet
VMT - vehicle miles traveled

Table 4-7. Utility GHG Emission Factor Associated with Renewable Portfolio Standard
Westgate West Costco Project
San Jose, California

Energy Delivered (MWh)				
	2017	2018	Average	Units
CO_2 Intensity Factor per Total Energy Delivered[1]	210	206	208	lbs CO_2/MWh delivered
% of Total Energy From Renewables[2]	33.0%	38.9%	36.0%	
CO_2 Intensity Factor per Total Non-Renewable Energy[3]	314	338	325	lbs CO_2/MWh delivered

Calculated Intensity Factors for Total Energy Delivered[4]				
2020 RPS (33%)	210.4	226.2	218.0	lbs CO_2/MWh delivered
2024 RPS (44%)	175.9	189.1	182.2	lbs CO_2/MWh delivered
2027 RPS (52%)	150.8	162.1	156.2	lbs CO_2/MWh delivered
2022 RPS[5]	193.2	207.6	200.1	lbs CO_2/MWh delivered
2025 RPS[6]	167.5	180.1	173.5	lbs CO_2/MWh delivered

Year	Emission Factors (lb/MWh)			
	CO_2	CH_4	N_2O	CO_2e
2017-2018 Average	208.37	0.033	0.004	210.4
2022 Average	200.07	0.033	0.004	200.1
2025 Average	173.50	0.033	0.004	175.5

Notes:

[1] 2017 and 2018 intensity factors per total energy delivered available at: https://www.theclimateregistry.org/our-members/cris-public-reports/. Full data is not available for 2019 and 2020. Accessed: April 2022. Accessed: June 2022.

[2] Percent of total energy from RPS-eligible renewables are from the PG&E 2018 and 2019 Corporate Responsibility Reports. Available at: http://www.pgecorp.com/corp_responsibility/reports/2018/assets/PGE_CRSR_2018.pdf and http://www.pgecorp.com/corp_responsibility/reports/2019/assets/PGE_CRSR_2019.pdf. Accessed: June 2022.

[3] The emissions metric presented here is calculated based on the total CO_2 emissions divided by the energy delivered from non-renewable sources.

[4] The intensity factors for default RPS assumption are calculated by multiplying the percentage of energy delivered from non-renewable energy by the CO_2 emissions per total non-renewable energy metric calculated above. The emission factors presented here are 44% RPS for 2024 and 52% RPS for 2027 per Senate Bill 100. The estimate provided here and the PUP reports issued by PG&E assume that renewable energy sources do not result in any CO_2 emissions. Available at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100. Accessed: June 2022.

[5] The RPS percentage for 2022 is interpolated from the goals of 33% RPS in 2020 and 44% RPS in 2024.

[6] The RPS percentage for the 2025 future year is interpolated from the goals of 44% RPS in 2024 and 52% RPS in 2027.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
lbs - pounds
MT - metric tonnes
MWh - megawatt-hour
N_2O - nitrous oxide
PG&E - Pacific Gas and Electric
PUP - Power/Utility Protocol
RPS - Renewable Portfolio Standards

GWP	
CH_4	N_2O
25	298

Table 4-8. TRU Greenhouse Gas Emission Calculations
Westgate West Costco Project
San Jose, California

DRAFT

Trip Type	Number of Round Trips with TRUs[2] (round trips/year)	TRU Cycle Duration [5] (minutes/round trip)	CO_2 Emission Factor[1] (g/bhp-hr)	Annual Average CO_2 Emissions (MT/year)
Warehouse Delivery Trucks (Tracy Depot, Dry and Wet)	144	340	580	5.4
Warehouse Delivery Trucks (Local/Regional Vendors)	419	196		9.1

Notes:

[1] Emission factors obtained from OFFROAD2021 emissions output for Calendar Year 2025, Transportation Refridgeration Unit - Instate Trailer and Transportation Refridgeration Unit - Out-Of-State Trailer in Santa Clara County.

[2] Approximately 15% of warehouse delivery trucks are equipped with TRUs.

[3] Horsepower and load factor based on CARB Draft Update to Inventory for Transportation Refrigeration Units. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/cold-storage/documents/hra_emissioninventory2019.pdf. Accessed: June 2022.

[4] TRU Cycle Duration is based on 2 hours of off-site loading time plus the duration of the on-site and off-site transit. It is assumed that TRUs plug in at the loading dock at the Project site. Assumptions based on Table II.G.1 of CARB Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate. Available at: https://ww2.arb.ca.gov/sites/default/files/barcu/board/rulemaking/tru2021/appi.pdf. Accessed: June 2022.

Abbreviations:

bhp-hr - brake horsepower hour
CARB - California Air Resources Board
CO_2 - Carbon Dioxide equivalents
g - gram
MT - metric tonnes
TRU - Transportation Refrigeration unit

Constants:

Horsepower [3]	25 bhp
Load Factor [3]	0.46
Density of Diesel	3,221 g/gal

Table 4-9. Summary of GHG Emissions
Westgate West Costco Project
San Jose, California

DRAFT

Emissions Category[1]	GHG Emissions[2] (MT CO_2e/yr)		
	Baseline	Buildout	Project
Area Sources	0.011	0.005	-0.005
Energy Usage	163	21	-142
Mobile[3]	8,871	315	-8,555
Water	21	24	3
Waste Disposed	74	359	285
Operational Sub-Total	*9,129*	*719*	-8,410
Construction Amortized[4]	--	89	89
Vegetation Amortized[5]	--	-2	-2
Total[6]	9,129	807	-8,322

Notes:

[1] One-time emissions (i.e., construction) and operational emissions were calculated using CalEEMod®. See Appendix A for details.

[2] Emissions are presented as CO_2e, which include CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials. The Project will participate in the PG&E Solar Choice program. Without the program, the electricity emissions would be 147 MT CO_2e/year.

[3] Total mobile emissions include emissions from on-road vehicles and TRUs. On-road mobile emissions were estimated using CalEEMod® default trip lengths, EMFAC2021 emission factors, and Project-specific vehicle trip rates provided by Kittelson & Associates, See Appendix B for details. TRU emissions were estimated using OFFROAD2021 emission factors.

[4] One-time emissions from construction were amortized over a 30-year period.

[5] One-time emissions sequestered from vegetation were amortized over a 30-year period.

[6] Sum of annualized one-time emissions and operational emissions.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
EMFAC - EMission FACtors model
GHG - greenhouse gases
MT - metric tons
N_2O - nitrous oxide
TRU - transportation refrigeration unit
yr - year

APPENDIX A
CALEEMOD® OUTPUT

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

Operation – Westgate West Costco Warehouse

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	96.16	1000sqft	2.21	96,160.00	0
Parking Lot	7.76	Acre	7.76	338,025.60	0
Discount Club	166.06	1000sqft	3.81	166,058.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	173.5	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Updated CO2 intensity factor per RPS requirements

Land Use - Project-specific values

Construction Phase - Operational emissions only

Off-road Equipment - Operational emissions only

Sequestration - Net number of new trees = number of trees added - number of trees removed

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	6.3770e-003	0.02
tblFleetMix	HHD	6.3770e-003	0.02

Operation – Westgate West Costco Warehouse - Santa Clara County, Annual

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

tblFleetMix	HHD	6.3770e-003	0.02
tblFleetMix	LDA	0.57	0.54
tblFleetMix	LDA	0.57	0.54
tblFleetMix	LDA	0.57	0.54
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.19	0.23
tblFleetMix	LDT2	0.19	0.23
tblFleetMix	LDT2	0.19	0.23
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	5.1580e-003	6.0010e-003
tblFleetMix	LHD2	5.1580e-003	6.0010e-003
tblFleetMix	LHD2	5.1580e-003	6.0010e-003
tblFleetMix	MCY	0.02	3.5260e-003
tblFleetMix	MCY	0.02	3.5260e-003
tblFleetMix	MCY	0.02	3.5260e-003
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MH	2.7200e-003	6.5900e-004
tblFleetMix	MH	2.7200e-003	6.5900e-004
tblFleetMix	MH	2.7200e-003	6.5900e-004
tblFleetMix	MHD	8.0300e-003	0.01
tblFleetMix	MHD	8.0300e-003	0.01
tblFleetMix	MHD	8.0300e-003	0.01
tblFleetMix	OBUS	8.9300e-004	1.7380e-003

Operation – Westgate West Costco Warehouse - Santa Clara County, Annual

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

tblFleetMix	OBUS	8.9300e-004	1.7380e-003
tblFleetMix	OBUS	8.9300e-004	1.7380e-003
tblFleetMix	SBUS	9.0000e-004	5.2700e-004
tblFleetMix	SBUS	9.0000e-004	5.2700e-004
tblFleetMix	SBUS	9.0000e-004	5.2700e-004
tblFleetMix	UBUS	3.7200e-004	1.2500e-003
tblFleetMix	UBUS	3.7200e-004	1.2500e-003
tblFleetMix	UBUS	3.7200e-004	1.2500e-003
tblLandUse	LandUseSquareFeet	166,060.00	166,058.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	173.5
tblSequestration	NumberOfNewTrees	0.00	85.00
tblVehicleEF	HHD	0.02	0.23
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	6.32	5.18
tblVehicleEF	HHD	0.41	0.00
tblVehicleEF	HHD	5.9250e-003	6.8500e-004
tblVehicleEF	HHD	1,030.26	813.97
tblVehicleEF	HHD	1,386.58	0.00
tblVehicleEF	HHD	0.05	0.02
tblVehicleEF	HHD	0.16	0.13
tblVehicleEF	HHD	0.22	0.00
tblVehicleEF	HHD	6.0000e-006	1.4000e-005
tblVehicleEF	HHD	5.35	3.97
tblVehicleEF	HHD	2.67	0.00
tblVehicleEF	HHD	2.32	2.75
tblVehicleEF	HHD	2.5050e-003	2.0970e-003
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00

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

tblVehicleEF	HHD	2.3970e-003	2.0000e-003
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.8870e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	1.6100e-004
tblVehicleEF	HHD	8.6000e-005	4.8000e-005
tblVehicleEF	HHD	0.43	0.33
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	3.8000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	9.5860e-003	7.0990e-003
tblVehicleEF	HHD	0.01	0.00
tblVehicleEF	HHD	2.0000e-006	1.6100e-004
tblVehicleEF	HHD	8.6000e-005	4.8000e-005
tblVehicleEF	HHD	0.49	0.59
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.08	0.00
tblVehicleEF	HHD	3.8000e-005	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.23
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	6.23	5.11
tblVehicleEF	HHD	0.41	0.00
tblVehicleEF	HHD	5.4460e-003	6.2900e-004
tblVehicleEF	HHD	1,018.41	805.45
tblVehicleEF	HHD	1,386.58	0.00
tblVehicleEF	HHD	0.05	0.02

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

tblVehicleEF	HHD	0.16	0.13
tblVehicleEF	HHD	0.22	0.00
tblVehicleEF	HHD	5.0000e-006	1.4000e-005
tblVehicleEF	HHD	5.11	3.79
tblVehicleEF	HHD	2.57	0.00
tblVehicleEF	HHD	2.32	2.75
tblVehicleEF	HHD	2.1950e-003	1.8560e-003
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	2.1000e-003	1.7700e-003
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.8870e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.0000e-006	2.5100e-004
tblVehicleEF	HHD	9.5000e-005	5.3000e-005
tblVehicleEF	HHD	0.45	0.35
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	3.8000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	9.4760e-003	7.0180e-003
tblVehicleEF	HHD	0.01	0.00
tblVehicleEF	HHD	5.0000e-006	2.5100e-004
tblVehicleEF	HHD	9.5000e-005	5.3000e-005
tblVehicleEF	HHD	0.52	0.61
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.08	0.00

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

tblVehicleEF	HHD	3.8000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.23
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	6.45	5.27
tblVehicleEF	HHD	0.40	0.00
tblVehicleEF	HHD	6.3580e-003	7.3500e-004
tblVehicleEF	HHD	1,046.63	825.74
tblVehicleEF	HHD	1,386.58	0.00
tblVehicleEF	HHD	0.05	0.02
tblVehicleEF	HHD	0.17	0.13
tblVehicleEF	HHD	0.22	0.00
tblVehicleEF	HHD	6.0000e-006	1.5000e-005
tblVehicleEF	HHD	5.68	4.21
tblVehicleEF	HHD	2.71	0.00
tblVehicleEF	HHD	2.32	2.75
tblVehicleEF	HHD	2.9330e-003	2.4290e-003
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	2.8060e-003	2.3180e-003
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.8870e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	1.0000e-006	1.4300e-004
tblVehicleEF	HHD	9.5000e-005	4.4000e-005
tblVehicleEF	HHD	0.39	0.30
tblVehicleEF	HHD	0.03	0.00

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

tblVehicleEF	HHD	4.1000e-005	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	9.7400e-003	7.2100e-003
tblVehicleEF	HHD	0.01	0.00
tblVehicleEF	HHD	1.0000e-006	1.4300e-004
tblVehicleEF	HHD	9.5000e-005	4.4000e-005
tblVehicleEF	HHD	0.45	0.56
tblVehicleEF	HHD	0.08	0.00
tblVehicleEF	HHD	4.1000e-005	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	LDA	1.5230e-003	0.00
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.49	0.00
tblVehicleEF	LDA	2.00	2.71
tblVehicleEF	LDA	226.89	0.00
tblVehicleEF	LDA	48.21	61.73
tblVehicleEF	LDA	3.7350e-003	0.00
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.15	0.22
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	8.0000e-003	0.00
tblVehicleEF	LDA	1.2360e-003	0.00
tblVehicleEF	LDA	1.6250e-003	1.8490e-003
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	2.0000e-003	0.00
tblVehicleEF	LDA	1.1380e-003	0.00
tblVehicleEF	LDA	1.4940e-003	1.7000e-003
tblVehicleEF	LDA	0.03	0.26

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

tblVehicleEF	LDA	0.08	0.08
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	5.5720e-003	0.00
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.18	0.27
tblVehicleEF	LDA	2.2440e-003	0.00
tblVehicleEF	LDA	4.7700e-004	6.1000e-004
tblVehicleEF	LDA	0.03	0.26
tblVehicleEF	LDA	0.08	0.08
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	8.1000e-003	0.00
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.19	0.30
tblVehicleEF	LDA	1.7230e-003	0.00
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.58	0.00
tblVehicleEF	LDA	1.58	2.13
tblVehicleEF	LDA	244.13	0.00
tblVehicleEF	LDA	47.44	60.66
tblVehicleEF	LDA	3.4980e-003	0.00
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.14	0.19
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	8.0000e-003	0.00
tblVehicleEF	LDA	1.2360e-003	0.00
tblVehicleEF	LDA	1.6250e-003	1.8490e-003
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	2.0000e-003	0.00

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

tblVehicleEF	LDA	1.1380e-003	0.00
tblVehicleEF	LDA	1.4940e-003	1.7000e-003
tblVehicleEF	LDA	0.07	0.35
tblVehicleEF	LDA	0.09	0.08
tblVehicleEF	LDA	0.06	0.00
tblVehicleEF	LDA	6.1960e-003	0.00
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.15	0.23
tblVehicleEF	LDA	2.4150e-003	0.00
tblVehicleEF	LDA	4.6900e-004	6.0000e-004
tblVehicleEF	LDA	0.07	0.35
tblVehicleEF	LDA	0.09	0.08
tblVehicleEF	LDA	0.06	0.00
tblVehicleEF	LDA	9.0100e-003	0.00
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.16	0.25
tblVehicleEF	LDA	1.4620e-003	0.00
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.48	0.00
tblVehicleEF	LDA	2.34	3.18
tblVehicleEF	LDA	224.06	0.00
tblVehicleEF	LDA	48.83	62.59
tblVehicleEF	LDA	3.9570e-003	0.00
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.17	0.24
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	8.0000e-003	0.00
tblVehicleEF	LDA	1.2360e-003	0.00

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

tblVehicleEF	LDA	1.6250e-003	1.8490e-003
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	2.0000e-003	0.00
tblVehicleEF	LDA	1.1380e-003	0.00
tblVehicleEF	LDA	1.4940e-003	1.7000e-003
tblVehicleEF	LDA	0.02	0.25
tblVehicleEF	LDA	0.08	0.07
tblVehicleEF	LDA	0.01	0.00
tblVehicleEF	LDA	5.4160e-003	0.00
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.20	0.31
tblVehicleEF	LDA	2.2160e-003	0.00
tblVehicleEF	LDA	4.8300e-004	6.1900e-004
tblVehicleEF	LDA	0.02	0.25
tblVehicleEF	LDA	0.08	0.07
tblVehicleEF	LDA	0.01	0.00
tblVehicleEF	LDA	7.8710e-003	0.00
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.22	0.34
tblVehicleEF	LDT1	3.1240e-003	0.00
tblVehicleEF	LDT1	0.05	0.10
tblVehicleEF	LDT1	0.77	0.00
tblVehicleEF	LDT1	2.16	4.86
tblVehicleEF	LDT1	272.37	0.00
tblVehicleEF	LDT1	58.50	84.00
tblVehicleEF	LDT1	5.2980e-003	0.00
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT1	0.20	0.36

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

tblVehicleEF	LDT1	0.04	0.00
tblVehicleEF	LDT1	8.0000e-003	0.00
tblVehicleEF	LDT1	1.5310e-003	0.00
tblVehicleEF	LDT1	1.9900e-003	2.7500e-003
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	2.0000e-003	0.00
tblVehicleEF	LDT1	1.4090e-003	0.00
tblVehicleEF	LDT1	1.8300e-003	2.5280e-003
tblVehicleEF	LDT1	0.07	0.56
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT1	0.01	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.25	0.50
tblVehicleEF	LDT1	2.6950e-003	0.00
tblVehicleEF	LDT1	5.7900e-004	8.3000e-004
tblVehicleEF	LDT1	0.07	0.56
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.27	0.54
tblVehicleEF	LDT1	3.4970e-003	0.00
tblVehicleEF	LDT1	0.04	0.08
tblVehicleEF	LDT1	0.90	0.00
tblVehicleEF	LDT1	1.70	3.78
tblVehicleEF	LDT1	290.16	0.00
tblVehicleEF	LDT1	57.63	82.01
tblVehicleEF	LDT1	4.9120e-003	0.00

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

tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.05	0.00
tblVehicleEF	LDT1	0.18	0.32
tblVehicleEF	LDT1	0.04	0.00
tblVehicleEF	LDT1	8.0000e-003	0.00
tblVehicleEF	LDT1	1.5310e-003	0.00
tblVehicleEF	LDT1	1.9900e-003	2.7500e-003
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	2.0000e-003	0.00
tblVehicleEF	LDT1	1.4090e-003	0.00
tblVehicleEF	LDT1	1.8300e-003	2.5280e-003
tblVehicleEF	LDT1	0.16	0.75
tblVehicleEF	LDT1	0.15	0.17
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.01	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.20	0.41
tblVehicleEF	LDT1	2.8710e-003	0.00
tblVehicleEF	LDT1	5.7000e-004	8.1100e-004
tblVehicleEF	LDT1	0.16	0.75
tblVehicleEF	LDT1	0.15	0.17
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.22	0.45
tblVehicleEF	LDT1	3.0120e-003	0.00
tblVehicleEF	LDT1	0.06	0.11
tblVehicleEF	LDT1	0.76	0.00
tblVehicleEF	LDT1	2.54	5.72

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

tblVehicleEF	LDT1	269.46	0.00
tblVehicleEF	LDT1	59.20	85.59
tblVehicleEF	LDT1	5.6420e-003	0.00
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT1	0.21	0.39
tblVehicleEF	LDT1	0.04	0.00
tblVehicleEF	LDT1	8.0000e-003	0.00
tblVehicleEF	LDT1	1.5310e-003	0.00
tblVehicleEF	LDT1	1.9900e-003	2.7500e-003
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	2.0000e-003	0.00
tblVehicleEF	LDT1	1.4090e-003	0.00
tblVehicleEF	LDT1	1.8300e-003	2.5280e-003
tblVehicleEF	LDT1	0.03	0.52
tblVehicleEF	LDT1	0.14	0.14
tblVehicleEF	LDT1	0.03	0.00
tblVehicleEF	LDT1	0.01	0.00
tblVehicleEF	LDT1	0.09	0.00
tblVehicleEF	LDT1	0.28	0.56
tblVehicleEF	LDT1	2.6660e-003	0.00
tblVehicleEF	LDT1	5.8600e-004	8.4600e-004
tblVehicleEF	LDT1	0.03	0.52
tblVehicleEF	LDT1	0.14	0.14
tblVehicleEF	LDT1	0.03	0.00
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	0.09	0.00
tblVehicleEF	LDT1	0.31	0.61
tblVehicleEF	LDT2	2.6570e-003	0.00

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

tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.69	0.00
tblVehicleEF	LDT2	2.60	3.42
tblVehicleEF	LDT2	290.83	0.00
tblVehicleEF	LDT2	63.01	84.01
tblVehicleEF	LDT2	5.2770e-003	0.00
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	0.23	0.31
tblVehicleEF	LDT2	0.04	0.00
tblVehicleEF	LDT2	8.0000e-003	0.00
tblVehicleEF	LDT2	1.3020e-003	0.00
tblVehicleEF	LDT2	1.6610e-003	2.0610e-003
tblVehicleEF	LDT2	0.02	0.00
tblVehicleEF	LDT2	2.0000e-003	0.00
tblVehicleEF	LDT2	1.1980e-003	0.00
tblVehicleEF	LDT2	1.5270e-003	1.8950e-003
tblVehicleEF	LDT2	0.06	0.28
tblVehicleEF	LDT2	0.11	0.08
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.01	0.00
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.26	0.35
tblVehicleEF	LDT2	2.8770e-003	0.00
tblVehicleEF	LDT2	6.2400e-004	8.3000e-004
tblVehicleEF	LDT2	0.06	0.28
tblVehicleEF	LDT2	0.11	0.08
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.02	0.00

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

tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.29	0.39
tblVehicleEF	LDT2	2.9910e-003	0.00
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.81	0.00
tblVehicleEF	LDT2	2.05	2.68
tblVehicleEF	LDT2	308.07	0.00
tblVehicleEF	LDT2	61.99	82.64
tblVehicleEF	LDT2	4.9250e-003	0.00
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	0.20	0.28
tblVehicleEF	LDT2	0.04	0.00
tblVehicleEF	LDT2	8.0000e-003	0.00
tblVehicleEF	LDT2	1.3020e-003	0.00
tblVehicleEF	LDT2	1.6610e-003	2.0610e-003
tblVehicleEF	LDT2	0.02	0.00
tblVehicleEF	LDT2	2.0000e-003	0.00
tblVehicleEF	LDT2	1.1980e-003	0.00
tblVehicleEF	LDT2	1.5270e-003	1.8950e-003
tblVehicleEF	LDT2	0.13	0.36
tblVehicleEF	LDT2	0.12	0.08
tblVehicleEF	LDT2	0.11	0.00
tblVehicleEF	LDT2	0.01	0.00
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	0.22	0.29
tblVehicleEF	LDT2	3.0480e-003	0.00
tblVehicleEF	LDT2	6.1300e-004	8.1700e-004
tblVehicleEF	LDT2	0.13	0.36

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

tblVehicleEF	LDT2	0.12	0.08
tblVehicleEF	LDT2	0.11	0.00
tblVehicleEF	LDT2	0.02	0.00
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	0.24	0.32
tblVehicleEF	LDT2	2.5550e-003	0.00
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.68	0.00
tblVehicleEF	LDT2	3.05	4.01
tblVehicleEF	LDT2	288.00	0.00
tblVehicleEF	LDT2	63.84	85.10
tblVehicleEF	LDT2	5.5990e-003	0.00
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.25	0.34
tblVehicleEF	LDT2	0.04	0.00
tblVehicleEF	LDT2	8.0000e-003	0.00
tblVehicleEF	LDT2	1.3020e-003	0.00
tblVehicleEF	LDT2	1.6610e-003	2.0610e-003
tblVehicleEF	LDT2	0.02	0.00
tblVehicleEF	LDT2	2.0000e-003	0.00
tblVehicleEF	LDT2	1.1980e-003	0.00
tblVehicleEF	LDT2	1.5270e-003	1.8950e-003
tblVehicleEF	LDT2	0.03	0.27
tblVehicleEF	LDT2	0.12	0.07
tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.01	0.00
tblVehicleEF	LDT2	0.07	0.00
tblVehicleEF	LDT2	0.30	0.40

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

tblVehicleEF	LDT2	2.8490e-003	0.00
tblVehicleEF	LDT2	6.3200e-004	8.4100e-004
tblVehicleEF	LDT2	0.03	0.27
tblVehicleEF	LDT2	0.12	0.07
tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.01	0.00
tblVehicleEF	LDT2	0.07	0.00
tblVehicleEF	LDT2	0.32	0.44
tblVehicleEF	LHD1	4.8220e-003	5.1940e-003
tblVehicleEF	LHD1	7.2910e-003	0.00
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.18	0.20
tblVehicleEF	LHD1	0.66	0.00
tblVehicleEF	LHD1	1.01	2.16
tblVehicleEF	LHD1	8.77	8.60
tblVehicleEF	LHD1	764.47	0.00
tblVehicleEF	LHD1	11.28	17.60
tblVehicleEF	LHD1	7.4300e-004	6.3700e-004
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.57	0.00
tblVehicleEF	LHD1	0.29	0.42
tblVehicleEF	LHD1	8.5700e-004	6.8500e-004
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	9.8070e-003	0.00
tblVehicleEF	LHD1	9.0910e-003	0.00
tblVehicleEF	LHD1	2.3900e-004	2.0600e-004
tblVehicleEF	LHD1	8.2000e-004	6.5600e-004

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

tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.4520e-003	0.00
tblVehicleEF	LHD1	8.6510e-003	0.00
tblVehicleEF	LHD1	2.2000e-004	1.8900e-004
tblVehicleEF	LHD1	1.8120e-003	0.12
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	9.4400e-004	0.00
tblVehicleEF	LHD1	0.09	0.00
tblVehicleEF	LHD1	0.19	0.00
tblVehicleEF	LHD1	0.06	0.11
tblVehicleEF	LHD1	8.5000e-005	8.4000e-005
tblVehicleEF	LHD1	7.4620e-003	0.00
tblVehicleEF	LHD1	1.1200e-004	1.7400e-004
tblVehicleEF	LHD1	1.8120e-003	0.12
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	9.4400e-004	0.00
tblVehicleEF	LHD1	0.10	0.00
tblVehicleEF	LHD1	0.19	0.00
tblVehicleEF	LHD1	0.07	0.12
tblVehicleEF	LHD1	4.8360e-003	5.2170e-003
tblVehicleEF	LHD1	7.4440e-003	0.00
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.18	0.20
tblVehicleEF	LHD1	0.67	0.00
tblVehicleEF	LHD1	0.94	2.02
tblVehicleEF	LHD1	8.77	8.60
tblVehicleEF	LHD1	764.50	0.00

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

tblVehicleEF	LHD1	11.15	17.34
tblVehicleEF	LHD1	7.4600e-004	6.4000e-004
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.54	0.00
tblVehicleEF	LHD1	0.27	0.39
tblVehicleEF	LHD1	8.5700e-004	6.8500e-004
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	9.8070e-003	0.00
tblVehicleEF	LHD1	9.0910e-003	0.00
tblVehicleEF	LHD1	2.3900e-004	2.0600e-004
tblVehicleEF	LHD1	8.2000e-004	6.5600e-004
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.4520e-003	0.00
tblVehicleEF	LHD1	8.6510e-003	0.00
tblVehicleEF	LHD1	2.2000e-004	1.8900e-004
tblVehicleEF	LHD1	4.0570e-003	0.15
tblVehicleEF	LHD1	0.08	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9270e-003	0.00
tblVehicleEF	LHD1	0.09	0.00
tblVehicleEF	LHD1	0.18	0.00
tblVehicleEF	LHD1	0.06	0.10
tblVehicleEF	LHD1	8.5000e-005	8.4000e-005
tblVehicleEF	LHD1	7.4620e-003	0.00
tblVehicleEF	LHD1	1.1000e-004	1.7100e-004
tblVehicleEF	LHD1	4.0570e-003	0.15
tblVehicleEF	LHD1	0.08	0.03

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

tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9270e-003	0.00
tblVehicleEF	LHD1	0.10	0.00
tblVehicleEF	LHD1	0.18	0.00
tblVehicleEF	LHD1	0.07	0.11
tblVehicleEF	LHD1	4.8100e-003	5.1750e-003
tblVehicleEF	LHD1	7.1700e-003	0.00
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.18	0.20
tblVehicleEF	LHD1	0.65	0.00
tblVehicleEF	LHD1	1.08	2.31
tblVehicleEF	LHD1	8.77	8.60
tblVehicleEF	LHD1	764.45	0.00
tblVehicleEF	LHD1	11.40	17.85
tblVehicleEF	LHD1	7.4100e-004	6.3400e-004
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.04
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.58	0.00
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	8.5700e-004	6.8500e-004
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	9.8070e-003	0.00
tblVehicleEF	LHD1	9.0910e-003	0.00
tblVehicleEF	LHD1	2.3900e-004	2.0600e-004
tblVehicleEF	LHD1	8.2000e-004	6.5600e-004
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.4520e-003	0.00
tblVehicleEF	LHD1	8.6510e-003	0.00

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

tblVehicleEF	LHD1	2.2000e-004	1.8900e-004
tblVehicleEF	LHD1	9.2000e-004	0.11
tblVehicleEF	LHD1	0.08	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	5.0000e-004	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.21	0.00
tblVehicleEF	LHD1	0.07	0.11
tblVehicleEF	LHD1	8.5000e-005	8.4000e-005
tblVehicleEF	LHD1	7.4610e-003	0.00
tblVehicleEF	LHD1	1.1300e-004	1.7600e-004
tblVehicleEF	LHD1	9.2000e-004	0.11
tblVehicleEF	LHD1	0.08	0.03
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	5.0000e-004	0.00
tblVehicleEF	LHD1	0.10	0.00
tblVehicleEF	LHD1	0.21	0.00
tblVehicleEF	LHD1	0.07	0.12
tblVehicleEF	LHD2	2.9270e-003	3.0020e-003
tblVehicleEF	LHD2	6.3420e-003	0.00
tblVehicleEF	LHD2	7.0910e-003	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	0.56	0.00
tblVehicleEF	LHD2	0.57	1.19
tblVehicleEF	LHD2	13.74	13.60
tblVehicleEF	LHD2	740.94	0.00
tblVehicleEF	LHD2	7.36	9.58
tblVehicleEF	LHD2	1.7280e-003	1.6690e-003
tblVehicleEF	LHD2	0.07	0.00

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

tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.68	0.00
tblVehicleEF	LHD2	0.16	0.23
tblVehicleEF	LHD2	1.4520e-003	1.3800e-003
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.2200e-004	9.1000e-005
tblVehicleEF	LHD2	1.3890e-003	1.3200e-003
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.6970e-003	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.1200e-004	8.3000e-005
tblVehicleEF	LHD2	9.1300e-004	0.06
tblVehicleEF	LHD2	0.04	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.8500e-004	0.00
tblVehicleEF	LHD2	0.11	0.00
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	1.3100e-004	1.3000e-004
tblVehicleEF	LHD2	7.1520e-003	0.00
tblVehicleEF	LHD2	7.3000e-005	9.5000e-005
tblVehicleEF	LHD2	9.1300e-004	0.06
tblVehicleEF	LHD2	0.04	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.8500e-004	0.00
tblVehicleEF	LHD2	0.12	0.00

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

tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	2.9350e-003	3.0150e-003
tblVehicleEF	LHD2	6.4020e-003	0.00
tblVehicleEF	LHD2	6.7050e-003	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	0.57	0.00
tblVehicleEF	LHD2	0.53	1.11
tblVehicleEF	LHD2	13.74	13.60
tblVehicleEF	LHD2	740.95	0.00
tblVehicleEF	LHD2	7.29	9.44
tblVehicleEF	LHD2	1.7290e-003	1.6700e-003
tblVehicleEF	LHD2	0.07	0.00
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.66	0.00
tblVehicleEF	LHD2	0.15	0.21
tblVehicleEF	LHD2	1.4520e-003	1.3800e-003
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.2200e-004	9.1000e-005
tblVehicleEF	LHD2	1.3890e-003	1.3200e-003
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.6970e-003	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.1200e-004	8.3000e-005
tblVehicleEF	LHD2	2.0490e-003	0.08
tblVehicleEF	LHD2	0.04	0.02

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

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.9400e-004	0.00
tblVehicleEF	LHD2	0.11	0.00
tblVehicleEF	LHD2	0.08	0.00
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	1.3100e-004	1.3000e-004
tblVehicleEF	LHD2	7.1520e-003	0.00
tblVehicleEF	LHD2	7.2000e-005	9.3000e-005
tblVehicleEF	LHD2	2.0490e-003	0.08
tblVehicleEF	LHD2	0.04	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.9400e-004	0.00
tblVehicleEF	LHD2	0.12	0.00
tblVehicleEF	LHD2	0.08	0.00
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	2.9200e-003	2.9920e-003
tblVehicleEF	LHD2	6.2950e-003	0.00
tblVehicleEF	LHD2	7.4220e-003	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	0.56	0.00
tblVehicleEF	LHD2	0.61	1.27
tblVehicleEF	LHD2	13.74	13.60
tblVehicleEF	LHD2	740.94	0.00
tblVehicleEF	LHD2	7.43	9.71
tblVehicleEF	LHD2	1.7260e-003	1.6670e-003
tblVehicleEF	LHD2	0.07	0.00
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.70	0.00

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

tblVehicleEF	LHD2	0.17	0.24
tblVehicleEF	LHD2	1.4520e-003	1.3800e-003
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.2200e-004	9.1000e-005
tblVehicleEF	LHD2	1.3890e-003	1.3200e-003
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.6970e-003	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.1200e-004	8.3000e-005
tblVehicleEF	LHD2	4.6900e-004	0.06
tblVehicleEF	LHD2	0.04	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	2.5900e-004	0.00
tblVehicleEF	LHD2	0.11	0.00
tblVehicleEF	LHD2	0.10	0.00
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	1.3100e-004	1.3000e-004
tblVehicleEF	LHD2	7.1520e-003	0.00
tblVehicleEF	LHD2	7.4000e-005	9.6000e-005
tblVehicleEF	LHD2	4.6900e-004	0.06
tblVehicleEF	LHD2	0.04	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	2.5900e-004	0.00
tblVehicleEF	LHD2	0.12	0.00
tblVehicleEF	LHD2	0.10	0.00
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	MCY	0.32	0.00

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

tblVehicleEF	MCY	0.25	0.18
tblVehicleEF	MCY	18.37	0.00
tblVehicleEF	MCY	9.09	7.97
tblVehicleEF	MCY	210.00	0.00
tblVehicleEF	MCY	60.43	47.31
tblVehicleEF	MCY	0.07	0.00
tblVehicleEF	MCY	0.02	7.6910e-003
tblVehicleEF	MCY	1.14	0.00
tblVehicleEF	MCY	0.27	0.13
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	4.0000e-003	0.00
tblVehicleEF	MCY	2.0310e-003	0.00
tblVehicleEF	MCY	2.9300e-003	3.4640e-003
tblVehicleEF	MCY	5.0400e-003	0.00
tblVehicleEF	MCY	1.0000e-003	0.00
tblVehicleEF	MCY	1.8970e-003	0.00
tblVehicleEF	MCY	2.7510e-003	3.2530e-003
tblVehicleEF	MCY	0.90	1.93
tblVehicleEF	MCY	0.67	3.56
tblVehicleEF	MCY	0.48	0.00
tblVehicleEF	MCY	2.18	0.00
tblVehicleEF	MCY	0.52	0.00
tblVehicleEF	MCY	1.92	1.31
tblVehicleEF	MCY	2.0780e-003	0.00
tblVehicleEF	MCY	5.9800e-004	4.6800e-004
tblVehicleEF	MCY	0.90	1.93
tblVehicleEF	MCY	0.67	3.56
tblVehicleEF	MCY	0.48	0.00
tblVehicleEF	MCY	2.71	0.00

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tblVehicleEF	MCY	0.52	0.00
tblVehicleEF	MCY	2.09	1.42
tblVehicleEF	MCY	0.32	0.00
tblVehicleEF	MCY	0.21	0.15
tblVehicleEF	MCY	17.74	0.00
tblVehicleEF	MCY	7.90	6.84
tblVehicleEF	MCY	208.77	0.00
tblVehicleEF	MCY	57.50	44.82
tblVehicleEF	MCY	0.06	0.00
tblVehicleEF	MCY	0.01	7.3290e-003
tblVehicleEF	MCY	1.01	0.00
tblVehicleEF	MCY	0.25	0.12
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	4.0000e-003	0.00
tblVehicleEF	MCY	2.0310e-003	0.00
tblVehicleEF	MCY	2.9300e-003	3.4640e-003
tblVehicleEF	MCY	5.0400e-003	0.00
tblVehicleEF	MCY	1.0000e-003	0.00
tblVehicleEF	MCY	1.8970e-003	0.00
tblVehicleEF	MCY	2.7510e-003	3.2530e-003
tblVehicleEF	MCY	2.31	3.02
tblVehicleEF	MCY	0.90	3.74
tblVehicleEF	MCY	1.31	0.00
tblVehicleEF	MCY	2.11	0.00
tblVehicleEF	MCY	0.49	0.00
tblVehicleEF	MCY	1.61	1.09
tblVehicleEF	MCY	2.0660e-003	0.00
tblVehicleEF	MCY	5.6900e-004	4.4300e-004
tblVehicleEF	MCY	2.31	3.02

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

tblVehicleEF	MCY	0.90	3.74
tblVehicleEF	MCY	1.31	0.00
tblVehicleEF	MCY	2.62	0.00
tblVehicleEF	MCY	0.49	0.00
tblVehicleEF	MCY	1.75	1.19
tblVehicleEF	MCY	0.33	0.00
tblVehicleEF	MCY	0.29	0.20
tblVehicleEF	MCY	19.74	0.00
tblVehicleEF	MCY	10.43	9.16
tblVehicleEF	MCY	212.49	0.00
tblVehicleEF	MCY	63.58	49.89
tblVehicleEF	MCY	0.07	0.00
tblVehicleEF	MCY	0.02	8.0260e-003
tblVehicleEF	MCY	1.23	0.00
tblVehicleEF	MCY	0.29	0.14
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	4.0000e-003	0.00
tblVehicleEF	MCY	2.0310e-003	0.00
tblVehicleEF	MCY	2.9300e-003	3.4640e-003
tblVehicleEF	MCY	5.0400e-003	0.00
tblVehicleEF	MCY	1.0000e-003	0.00
tblVehicleEF	MCY	1.8970e-003	0.00
tblVehicleEF	MCY	2.7510e-003	3.2530e-003
tblVehicleEF	MCY	0.39	1.75
tblVehicleEF	MCY	0.79	3.33
tblVehicleEF	MCY	0.19	0.00
tblVehicleEF	MCY	2.26	0.00
tblVehicleEF	MCY	0.63	0.00
tblVehicleEF	MCY	2.23	1.51

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

tblVehicleEF	MCY	2.1030e-003	0.00
tblVehicleEF	MCY	6.2900e-004	4.9300e-004
tblVehicleEF	MCY	0.39	1.75
tblVehicleEF	MCY	0.79	3.33
tblVehicleEF	MCY	0.19	0.00
tblVehicleEF	MCY	2.81	0.00
tblVehicleEF	MCY	0.63	0.00
tblVehicleEF	MCY	2.43	1.64
tblVehicleEF	MDV	2.9890e-003	0.00
tblVehicleEF	MDV	0.06	0.09
tblVehicleEF	MDV	0.72	0.00
tblVehicleEF	MDV	2.79	3.62
tblVehicleEF	MDV	351.34	0.00
tblVehicleEF	MDV	74.92	100.26
tblVehicleEF	MDV	6.9960e-003	0.00
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.26	0.38
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	1.3680e-003	0.00
tblVehicleEF	MDV	1.7330e-003	2.0690e-003
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	1.2620e-003	0.00
tblVehicleEF	MDV	1.5940e-003	1.9020e-003
tblVehicleEF	MDV	0.07	0.34
tblVehicleEF	MDV	0.12	0.09
tblVehicleEF	MDV	0.06	0.00

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

tblVehicleEF	MDV	0.01	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.31	0.45
tblVehicleEF	MDV	3.4720e-003	0.00
tblVehicleEF	MDV	7.4100e-004	9.9100e-004
tblVehicleEF	MDV	0.07	0.34
tblVehicleEF	MDV	0.12	0.09
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.34	0.49
tblVehicleEF	MDV	3.3660e-003	0.00
tblVehicleEF	MDV	0.05	0.08
tblVehicleEF	MDV	0.84	0.00
tblVehicleEF	MDV	2.20	2.84
tblVehicleEF	MDV	368.67	0.00
tblVehicleEF	MDV	73.80	98.76
tblVehicleEF	MDV	6.6070e-003	0.00
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.24	0.34
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	1.3680e-003	0.00
tblVehicleEF	MDV	1.7330e-003	2.0690e-003
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	1.2620e-003	0.00
tblVehicleEF	MDV	1.5940e-003	1.9020e-003

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

tblVehicleEF	MDV	0.15	0.43
tblVehicleEF	MDV	0.13	0.10
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.01	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.26	0.37
tblVehicleEF	MDV	3.6440e-003	0.00
tblVehicleEF	MDV	7.3000e-004	9.7600e-004
tblVehicleEF	MDV	0.15	0.43
tblVehicleEF	MDV	0.13	0.10
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.28	0.41
tblVehicleEF	MDV	2.8760e-003	0.00
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.71	0.00
tblVehicleEF	MDV	3.28	4.25
tblVehicleEF	MDV	348.50	0.00
tblVehicleEF	MDV	75.83	101.45
tblVehicleEF	MDV	7.3500e-003	0.00
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.29	0.41
tblVehicleEF	MDV	0.04	0.00
tblVehicleEF	MDV	8.0000e-003	0.00
tblVehicleEF	MDV	1.3680e-003	0.00
tblVehicleEF	MDV	1.7330e-003	2.0690e-003
tblVehicleEF	MDV	0.02	0.00

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

tblVehicleEF	MDV	2.0000e-003	0.00
tblVehicleEF	MDV	1.2620e-003	0.00
tblVehicleEF	MDV	1.5940e-003	1.9020e-003
tblVehicleEF	MDV	0.03	0.32
tblVehicleEF	MDV	0.13	0.08
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.01	0.00
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.35	0.51
tblVehicleEF	MDV	3.4440e-003	0.00
tblVehicleEF	MDV	7.5000e-004	1.0030e-003
tblVehicleEF	MDV	0.03	0.32
tblVehicleEF	MDV	0.13	0.08
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.02	0.00
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.38	0.55
tblVehicleEF	MH	8.5740e-003	0.00
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.80	0.00
tblVehicleEF	MH	1.94	2.37
tblVehicleEF	MH	1,472.19	0.00
tblVehicleEF	MH	17.63	22.07
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.26	0.00
tblVehicleEF	MH	0.24	0.30
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00

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tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.5000e-004	2.9600e-004
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2830e-003	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.3000e-004	2.7200e-004
tblVehicleEF	MH	0.58	30.56
tblVehicleEF	MH	0.05	7.99
tblVehicleEF	MH	0.21	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	1.7400e-004	2.1800e-004
tblVehicleEF	MH	0.58	30.56
tblVehicleEF	MH	0.05	7.99
tblVehicleEF	MH	0.21	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.10	0.12
tblVehicleEF	MH	8.8340e-003	0.00
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.83	0.00
tblVehicleEF	MH	1.77	2.16
tblVehicleEF	MH	1,472.24	0.00
tblVehicleEF	MH	17.33	21.71
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.19	0.00

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

tblVehicleEF	MH	0.23	0.28
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.5000e-004	2.9600e-004
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2830e-003	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.3000e-004	2.7200e-004
tblVehicleEF	MH	1.30	40.12
tblVehicleEF	MH	0.05	8.71
tblVehicleEF	MH	0.43	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	1.7200e-004	2.1500e-004
tblVehicleEF	MH	1.30	40.12
tblVehicleEF	MH	0.05	8.71
tblVehicleEF	MH	0.43	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	8.3760e-003	0.00
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.78	0.00
tblVehicleEF	MH	2.10	2.56
tblVehicleEF	MH	1,472.15	0.00
tblVehicleEF	MH	17.89	22.39

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

tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.29	0.00
tblVehicleEF	MH	0.26	0.32
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.5000e-004	2.9600e-004
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2830e-003	0.00
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.3000e-004	2.7200e-004
tblVehicleEF	MH	0.30	28.41
tblVehicleEF	MH	0.06	7.39
tblVehicleEF	MH	0.12	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	1.7700e-004	2.2100e-004
tblVehicleEF	MH	0.30	28.41
tblVehicleEF	MH	0.06	7.39
tblVehicleEF	MH	0.12	0.00
tblVehicleEF	MH	0.07	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.10	0.12
tblVehicleEF	MHD	3.6170e-003	0.01
tblVehicleEF	MHD	1.5120e-003	0.00
tblVehicleEF	MHD	8.8700e-003	8.3140e-003

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

tblVehicleEF	MHD	0.39	0.67
tblVehicleEF	MHD	0.21	0.00
tblVehicleEF	MHD	1.02	1.00
tblVehicleEF	MHD	70.85	158.59
tblVehicleEF	MHD	1,065.91	0.00
tblVehicleEF	MHD	8.98	8.21
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.14	0.00
tblVehicleEF	MHD	7.2880e-003	5.8580e-003
tblVehicleEF	MHD	0.40	0.85
tblVehicleEF	MHD	1.45	0.00
tblVehicleEF	MHD	1.70	1.40
tblVehicleEF	MHD	3.2300e-004	1.7620e-003
tblVehicleEF	MHD	0.13	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	7.0640e-003	0.00
tblVehicleEF	MHD	1.1300e-004	1.0100e-004
tblVehicleEF	MHD	3.0900e-004	1.6850e-003
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	3.0000e-003	0.00
tblVehicleEF	MHD	6.7520e-003	0.00
tblVehicleEF	MHD	1.0400e-004	9.3000e-005
tblVehicleEF	MHD	3.5500e-004	0.02
tblVehicleEF	MHD	0.02	5.6030e-003
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	1.8800e-004	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.05	0.05

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

tblVehicleEF	MHD	6.7200e-004	1.4720e-003
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	8.9000e-005	8.1000e-005
tblVehicleEF	MHD	3.5500e-004	0.02
tblVehicleEF	MHD	0.02	5.6030e-003
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	1.8800e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	3.4090e-003	0.01
tblVehicleEF	MHD	1.5510e-003	0.00
tblVehicleEF	MHD	8.3640e-003	7.8350e-003
tblVehicleEF	MHD	0.33	0.61
tblVehicleEF	MHD	0.21	0.00
tblVehicleEF	MHD	0.93	0.92
tblVehicleEF	MHD	70.81	157.62
tblVehicleEF	MHD	1,065.91	0.00
tblVehicleEF	MHD	8.84	8.07
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.14	0.00
tblVehicleEF	MHD	6.9910e-003	5.6210e-003
tblVehicleEF	MHD	0.39	0.82
tblVehicleEF	MHD	1.39	0.00
tblVehicleEF	MHD	1.69	1.40
tblVehicleEF	MHD	2.7500e-004	1.4950e-003
tblVehicleEF	MHD	0.13	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	7.0640e-003	0.00

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

tblVehicleEF	MHD	1.1300e-004	1.0100e-004
tblVehicleEF	MHD	2.6300e-004	1.4300e-003
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	3.0000e-003	0.00
tblVehicleEF	MHD	6.7520e-003	0.00
tblVehicleEF	MHD	1.0400e-004	9.3000e-005
tblVehicleEF	MHD	8.1400e-004	0.03
tblVehicleEF	MHD	0.02	6.1110e-003
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	4.0000e-004	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	6.7200e-004	1.4630e-003
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	8.8000e-005	8.0000e-005
tblVehicleEF	MHD	8.1400e-004	0.03
tblVehicleEF	MHD	0.02	6.1110e-003
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	4.0000e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	3.8210e-003	0.01
tblVehicleEF	MHD	1.4810e-003	0.00
tblVehicleEF	MHD	9.2810e-003	8.7050e-003
tblVehicleEF	MHD	0.46	0.73
tblVehicleEF	MHD	0.21	0.00
tblVehicleEF	MHD	1.09	1.07

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tblVehicleEF	MHD	71.03	160.03
tblVehicleEF	MHD	1,065.90	0.00
tblVehicleEF	MHD	9.10	8.33
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.14	0.00
tblVehicleEF	MHD	7.5700e-003	6.0850e-003
tblVehicleEF	MHD	0.41	0.88
tblVehicleEF	MHD	1.47	0.00
tblVehicleEF	MHD	1.70	1.41
tblVehicleEF	MHD	3.8800e-004	2.1310e-003
tblVehicleEF	MHD	0.13	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	7.0640e-003	0.00
tblVehicleEF	MHD	1.1300e-004	1.0100e-004
tblVehicleEF	MHD	3.7100e-004	2.0380e-003
tblVehicleEF	MHD	0.06	0.00
tblVehicleEF	MHD	3.0000e-003	0.00
tblVehicleEF	MHD	6.7520e-003	0.00
tblVehicleEF	MHD	1.0400e-004	9.3000e-005
tblVehicleEF	MHD	1.7900e-004	0.02
tblVehicleEF	MHD	0.02	5.1910e-003
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	9.8000e-005	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	6.7400e-004	1.4860e-003
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	9.0000e-005	8.2000e-005

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

tblVehicleEF	MHD	1.7900e-004	0.02
tblVehicleEF	MHD	0.02	5.1910e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	9.8000e-005	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	OBUS	7.0670e-003	7.5140e-003
tblVehicleEF	OBUS	3.3170e-003	0.00
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.60	0.52
tblVehicleEF	OBUS	0.39	0.00
tblVehicleEF	OBUS	1.79	1.87
tblVehicleEF	OBUS	94.25	87.04
tblVehicleEF	OBUS	1,303.83	0.00
tblVehicleEF	OBUS	14.82	14.86
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.39	0.36
tblVehicleEF	OBUS	1.46	0.00
tblVehicleEF	OBUS	1.10	0.99
tblVehicleEF	OBUS	1.2700e-004	4.0400e-004
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.4740e-003	0.00
tblVehicleEF	OBUS	1.4700e-004	1.3100e-004
tblVehicleEF	OBUS	1.2200e-004	3.8700e-004
tblVehicleEF	OBUS	0.06	0.00

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

tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	7.1370e-003	0.00
tblVehicleEF	OBUS	1.3500e-004	1.2100e-004
tblVehicleEF	OBUS	1.0870e-003	0.07
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	4.8600e-004	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.09	0.09
tblVehicleEF	OBUS	8.9500e-004	8.2300e-004
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	1.0870e-003	0.07
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	4.8600e-004	0.00
tblVehicleEF	OBUS	0.03	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	7.1600e-003	7.5920e-003
tblVehicleEF	OBUS	3.4190e-003	0.00
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.59	0.52
tblVehicleEF	OBUS	0.40	0.00
tblVehicleEF	OBUS	1.63	1.71
tblVehicleEF	OBUS	93.10	86.11
tblVehicleEF	OBUS	1,303.84	0.00
tblVehicleEF	OBUS	14.55	14.58
tblVehicleEF	OBUS	0.01	0.01

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

tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.37	0.35
tblVehicleEF	OBUS	1.40	0.00
tblVehicleEF	OBUS	1.09	0.98
tblVehicleEF	OBUS	1.1300e-004	3.4600e-004
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.4740e-003	0.00
tblVehicleEF	OBUS	1.4700e-004	1.3100e-004
tblVehicleEF	OBUS	1.0800e-004	3.3100e-004
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	7.1370e-003	0.00
tblVehicleEF	OBUS	1.3500e-004	1.2100e-004
tblVehicleEF	OBUS	2.3800e-003	0.09
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	9.8700e-004	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.08	0.08
tblVehicleEF	OBUS	8.8400e-004	8.1400e-004
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	2.3800e-003	0.09
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	9.8700e-004	0.00
tblVehicleEF	OBUS	0.03	0.00

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

tblVehicleEF	OBUS	0.04	0.00
tblVehicleEF	OBUS	0.09	0.09
tblVehicleEF	OBUS	6.9510e-003	7.4190e-003
tblVehicleEF	OBUS	3.2380e-003	0.00
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.60	0.53
tblVehicleEF	OBUS	0.38	0.00
tblVehicleEF	OBUS	1.93	2.02
tblVehicleEF	OBUS	95.82	88.33
tblVehicleEF	OBUS	1,303.81	0.00
tblVehicleEF	OBUS	15.05	15.11
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.42	0.39
tblVehicleEF	OBUS	1.49	0.00
tblVehicleEF	OBUS	1.11	1.00
tblVehicleEF	OBUS	1.4700e-004	4.8400e-004
tblVehicleEF	OBUS	0.13	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	7.4740e-003	0.00
tblVehicleEF	OBUS	1.4700e-004	1.3100e-004
tblVehicleEF	OBUS	1.4100e-004	4.6300e-004
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	3.0000e-003	0.00
tblVehicleEF	OBUS	7.1370e-003	0.00
tblVehicleEF	OBUS	1.3500e-004	1.2100e-004
tblVehicleEF	OBUS	5.9900e-004	0.07
tblVehicleEF	OBUS	0.02	0.01

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

tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	2.8100e-004	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.05	0.00
tblVehicleEF	OBUS	0.09	0.09
tblVehicleEF	OBUS	9.1000e-004	8.3500e-004
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	5.9900e-004	0.07
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	2.8100e-004	0.00
tblVehicleEF	OBUS	0.03	0.00
tblVehicleEF	OBUS	0.05	0.00
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	SBUS	0.06	0.08
tblVehicleEF	SBUS	5.7290e-003	0.00
tblVehicleEF	SBUS	5.1560e-003	4.8980e-003
tblVehicleEF	SBUS	2.37	1.69
tblVehicleEF	SBUS	0.47	0.00
tblVehicleEF	SBUS	0.74	0.67
tblVehicleEF	SBUS	345.98	189.05
tblVehicleEF	SBUS	1,037.30	0.00
tblVehicleEF	SBUS	4.26	3.78
tblVehicleEF	SBUS	0.05	0.02
tblVehicleEF	SBUS	0.13	0.00
tblVehicleEF	SBUS	5.0100e-003	4.3540e-003
tblVehicleEF	SBUS	3.34	1.34
tblVehicleEF	SBUS	4.41	0.00
tblVehicleEF	SBUS	0.90	0.49

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

tblVehicleEF	SBUS	3.3290e-003	1.2090e-003
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	5.1000e-005	4.1000e-005
tblVehicleEF	SBUS	3.1850e-003	1.1550e-003
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.7110e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	4.7000e-005	3.8000e-005
tblVehicleEF	SBUS	5.9800e-004	0.03
tblVehicleEF	SBUS	5.7950e-003	7.7750e-003
tblVehicleEF	SBUS	0.26	0.19
tblVehicleEF	SBUS	2.6700e-004	0.00
tblVehicleEF	SBUS	0.08	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	3.2940e-003	1.7180e-003
tblVehicleEF	SBUS	9.9090e-003	0.00
tblVehicleEF	SBUS	4.2000e-005	3.7000e-005
tblVehicleEF	SBUS	5.9800e-004	0.03
tblVehicleEF	SBUS	5.7950e-003	7.7750e-003
tblVehicleEF	SBUS	0.38	0.30
tblVehicleEF	SBUS	2.6700e-004	0.00
tblVehicleEF	SBUS	0.09	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.06	0.08
tblVehicleEF	SBUS	5.8150e-003	0.00

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

tblVehicleEF	SBUS	4.3350e-003	4.1190e-003
tblVehicleEF	SBUS	2.34	1.68
tblVehicleEF	SBUS	0.48	0.00
tblVehicleEF	SBUS	0.54	0.49
tblVehicleEF	SBUS	354.40	191.69
tblVehicleEF	SBUS	1,037.32	0.00
tblVehicleEF	SBUS	3.94	3.48
tblVehicleEF	SBUS	0.05	0.03
tblVehicleEF	SBUS	0.13	0.00
tblVehicleEF	SBUS	4.7680e-003	4.1400e-003
tblVehicleEF	SBUS	3.41	1.36
tblVehicleEF	SBUS	4.23	0.00
tblVehicleEF	SBUS	0.90	0.49
tblVehicleEF	SBUS	2.8150e-003	1.0290e-003
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	5.1000e-005	4.1000e-005
tblVehicleEF	SBUS	2.6930e-003	9.8300e-004
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.7110e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	4.7000e-005	3.8000e-005
tblVehicleEF	SBUS	1.3170e-003	0.04
tblVehicleEF	SBUS	5.9960e-003	8.3280e-003
tblVehicleEF	SBUS	0.26	0.19
tblVehicleEF	SBUS	5.4800e-004	0.00
tblVehicleEF	SBUS	0.08	0.00
tblVehicleEF	SBUS	9.3960e-003	0.00

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

tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	3.3740e-003	1.7430e-003
tblVehicleEF	SBUS	9.9090e-003	0.00
tblVehicleEF	SBUS	3.9000e-005	3.4000e-005
tblVehicleEF	SBUS	1.3170e-003	0.04
tblVehicleEF	SBUS	5.9960e-003	8.3280e-003
tblVehicleEF	SBUS	0.38	0.30
tblVehicleEF	SBUS	5.4800e-004	0.00
tblVehicleEF	SBUS	0.10	0.00
tblVehicleEF	SBUS	9.3960e-003	0.00
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.06	0.08
tblVehicleEF	SBUS	5.6590e-003	0.00
tblVehicleEF	SBUS	5.8940e-003	5.5970e-003
tblVehicleEF	SBUS	2.42	1.71
tblVehicleEF	SBUS	0.46	0.00
tblVehicleEF	SBUS	0.93	0.85
tblVehicleEF	SBUS	334.34	185.41
tblVehicleEF	SBUS	1,037.29	0.00
tblVehicleEF	SBUS	4.59	4.08
tblVehicleEF	SBUS	0.05	0.02
tblVehicleEF	SBUS	0.13	0.00
tblVehicleEF	SBUS	5.2340e-003	4.5490e-003
tblVehicleEF	SBUS	3.24	1.32
tblVehicleEF	SBUS	4.49	0.00
tblVehicleEF	SBUS	0.91	0.50
tblVehicleEF	SBUS	4.0400e-003	1.4580e-003
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	0.01	0.00

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

tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	5.1000e-005	4.1000e-005
tblVehicleEF	SBUS	3.8650e-003	1.3940e-003
tblVehicleEF	SBUS	0.32	0.00
tblVehicleEF	SBUS	2.7110e-003	0.00
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	4.7000e-005	3.8000e-005
tblVehicleEF	SBUS	3.2800e-004	0.03
tblVehicleEF	SBUS	5.8800e-003	7.2360e-003
tblVehicleEF	SBUS	0.26	0.19
tblVehicleEF	SBUS	1.5400e-004	0.00
tblVehicleEF	SBUS	0.08	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	3.1840e-003	1.6840e-003
tblVehicleEF	SBUS	9.9090e-003	0.00
tblVehicleEF	SBUS	4.5000e-005	4.0000e-005
tblVehicleEF	SBUS	3.2800e-004	0.03
tblVehicleEF	SBUS	5.8800e-003	7.2360e-003
tblVehicleEF	SBUS	0.38	0.30
tblVehicleEF	SBUS	1.5400e-004	0.00
tblVehicleEF	SBUS	0.09	0.00
tblVehicleEF	SBUS	0.01	0.00
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	UBUS	1.66	0.00
tblVehicleEF	UBUS	1.6700e-003	3.7330e-003
tblVehicleEF	UBUS	12.57	0.00
tblVehicleEF	UBUS	0.14	0.52
tblVehicleEF	UBUS	1,657.49	0.00

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

tblVehicleEF	UBUS	1.39	3.18
tblVehicleEF	UBUS	0.28	0.00
tblVehicleEF	UBUS	1.1100e-003	6.1420e-003
tblVehicleEF	UBUS	0.71	0.00
tblVehicleEF	UBUS	0.01	0.04
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	5.2020e-003	0.00
tblVehicleEF	UBUS	1.5000e-005	1.2000e-005
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	8.3320e-003	0.00
tblVehicleEF	UBUS	4.9760e-003	0.00
tblVehicleEF	UBUS	1.4000e-005	1.1000e-005
tblVehicleEF	UBUS	2.4000e-005	0.01
tblVehicleEF	UBUS	2.0100e-004	3.7860e-003
tblVehicleEF	UBUS	1.1000e-005	0.00
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	4.0000e-005	0.00
tblVehicleEF	UBUS	6.9810e-003	0.01
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.4000e-005	3.1000e-005
tblVehicleEF	UBUS	2.4000e-005	0.01
tblVehicleEF	UBUS	2.0100e-004	3.7860e-003
tblVehicleEF	UBUS	1.1000e-005	0.00
tblVehicleEF	UBUS	1.70	0.00
tblVehicleEF	UBUS	4.0000e-005	0.00
tblVehicleEF	UBUS	7.6430e-003	0.01
tblVehicleEF	UBUS	1.66	0.00
tblVehicleEF	UBUS	1.4810e-003	3.3700e-003

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

tblVehicleEF	UBUS	12.57	0.00
tblVehicleEF	UBUS	0.11	0.44
tblVehicleEF	UBUS	1,657.49	0.00
tblVehicleEF	UBUS	1.35	3.05
tblVehicleEF	UBUS	0.28	0.00
tblVehicleEF	UBUS	1.0700e-003	5.8890e-003
tblVehicleEF	UBUS	0.71	0.00
tblVehicleEF	UBUS	0.01	0.04
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	5.2020e-003	0.00
tblVehicleEF	UBUS	1.5000e-005	1.2000e-005
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	8.3320e-003	0.00
tblVehicleEF	UBUS	4.9760e-003	0.00
tblVehicleEF	UBUS	1.4000e-005	1.1000e-005
tblVehicleEF	UBUS	6.0000e-005	0.02
tblVehicleEF	UBUS	2.8200e-004	4.1240e-003
tblVehicleEF	UBUS	3.1000e-005	0.00
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	3.6000e-005	0.00
tblVehicleEF	UBUS	6.1770e-003	0.01
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.3000e-005	3.0000e-005
tblVehicleEF	UBUS	6.0000e-005	0.02
tblVehicleEF	UBUS	2.8200e-004	4.1240e-003
tblVehicleEF	UBUS	3.1000e-005	0.00
tblVehicleEF	UBUS	1.70	0.00
tblVehicleEF	UBUS	3.6000e-005	0.00

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

tblVehicleEF	UBUS	6.7630e-003	0.01
tblVehicleEF	UBUS	1.66	0.00
tblVehicleEF	UBUS	1.8290e-003	4.0470e-003
tblVehicleEF	UBUS	12.57	0.00
tblVehicleEF	UBUS	0.16	0.59
tblVehicleEF	UBUS	1,657.48	0.00
tblVehicleEF	UBUS	1.43	3.31
tblVehicleEF	UBUS	0.28	0.00
tblVehicleEF	UBUS	1.1500e-003	6.3720e-003
tblVehicleEF	UBUS	0.71	0.00
tblVehicleEF	UBUS	0.01	0.04
tblVehicleEF	UBUS	0.07	0.00
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	5.2020e-003	0.00
tblVehicleEF	UBUS	1.5000e-005	1.2000e-005
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	8.3320e-003	0.00
tblVehicleEF	UBUS	4.9760e-003	0.00
tblVehicleEF	UBUS	1.4000e-005	1.1000e-005
tblVehicleEF	UBUS	1.2000e-005	9.3390e-003
tblVehicleEF	UBUS	2.2800e-004	3.5010e-003
tblVehicleEF	UBUS	5.0000e-006	0.00
tblVehicleEF	UBUS	0.02	0.00
tblVehicleEF	UBUS	5.0000e-005	0.00
tblVehicleEF	UBUS	7.6590e-003	0.01
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	1.4000e-005	3.3000e-005
tblVehicleEF	UBUS	1.2000e-005	9.3390e-003
tblVehicleEF	UBUS	2.2800e-004	3.5010e-003

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

tblVehicleEF	UBUS	5.0000e-006	0.00
tblVehicleEF	UBUS	1.70	0.00
tblVehicleEF	UBUS	5.0000e-005	0.00
tblVehicleEF	UBUS	8.3860e-003	0.02
tblVehicleTrips	CC_TL	7.30	0.00
tblVehicleTrips	CC_TL	7.30	0.00
tblVehicleTrips	CC_TL	7.30	0.00
tblVehicleTrips	CC_TTP	64.30	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	16.70	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	53.75	19.58
tblVehicleTrips	SU_TR	33.67	19.58
tblVehicleTrips	WD_TR	41.80	19.58

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

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

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7725	2.0000e-005	2.4700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.8200e-003	4.8200e-003	1.0000e-005	0.0000	5.1400e-003
Energy	2.1000e-003	0.0191	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	165.8281	165.8281	0.0280	3.7300e-003	167.6381
Mobile	0.9305	0.5763	4.0415	1.1200e-003	0.0000	2.5200e-003	2.5200e-003	0.0000	2.3200e-003	2.3200e-003	0.0000	105.6824	105.6824	0.0851	0.0403	119.8181
Waste						0.0000	0.0000		0.0000	0.0000	144.9701	0.0000	144.9701	8.5675	0.0000	359.1572
Water						0.0000	0.0000		0.0000	0.0000	3.9024	7.3146	11.2169	0.4022	9.6300e-003	24.1425
Total	**1.7051**	**0.5954**	**4.0599**	**1.2300e-003**	**0.0000**	**3.9800e-003**	**3.9800e-003**	**0.0000**	**3.7800e-003**	**3.7800e-003**	**148.8724**	**278.8299**	**427.7023**	**9.0828**	**0.0537**	**670.7611**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7725	2.0000e-005	2.4700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.8200e-003	4.8200e-003	1.0000e-005	0.0000	5.1400e-003
Energy	2.1000e-003	0.0191	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	165.8281	165.8281	0.0280	3.7300e-003	167.6381
Mobile	0.9305	0.5763	4.0415	1.1200e-003	0.0000	2.5200e-003	2.5200e-003	0.0000	2.3200e-003	2.3200e-003	0.0000	105.6824	105.6824	0.0851	0.0403	119.8181
Waste						0.0000	0.0000		0.0000	0.0000	144.9701	0.0000	144.9701	8.5675	0.0000	359.1572
Water						0.0000	0.0000		0.0000	0.0000	3.9024	7.3146	11.2169	0.4022	9.6300e-003	24.1425
Total	**1.7051**	**0.5954**	**4.0599**	**1.2300e-003**	**0.0000**	**3.9800e-003**	**3.9800e-003**	**0.0000**	**3.7800e-003**	**3.7800e-003**	**148.8724**	**278.8299**	**427.7023**	**9.0828**	**0.0537**	**670.7611**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	60.1800
Total	**60.1800**

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	2/1/2024	1/31/2024	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 9.97

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

Trips and VMT

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition			0.00	0.00	10.80	7.30				

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction Off-Site

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

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

3.2 Demolition - 2024

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9305	0.5763	4.0415	1.1200e-003	0.0000	2.5200e-003	2.5200e-003	0.0000	2.3200e-003	2.3200e-003	0.0000	105.6824	105.6824	0.0851	0.0403	119.8181
Unmitigated	0.9305	0.5763	4.0415	1.1200e-003	0.0000	2.5200e-003	2.5200e-003	0.0000	2.3200e-003	2.3200e-003	0.0000	105.6824	105.6824	0.0851	0.0403	119.8181

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Discount Club	3,251.45	3,251.45	3251.45		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	3,251.45	3,251.45	3,251.45		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Discount Club	0.00	0.00	0.00	0.00	100.00	0.00	100	0	0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Discount Club	0.544106	0.035576	0.226153	0.122456	0.024357	0.006001	0.010946	0.022705	0.001738	0.001250	0.003526	0.000527	0.000659
Other Non-Asphalt Surfaces	0.544106	0.035576	0.226153	0.122456	0.024357	0.006001	0.010946	0.022705	0.001738	0.001250	0.003526	0.000527	0.000659

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

Parking Lot	0.544106	0.035576	0.226153	0.122456	0.024357	0.006001	0.010946	0.022705	0.001738	0.001250	0.003526	0.000527	0.000659

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	145.0922	145.0922	0.0276	3.3500e-003	146.7790
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	145.0922	145.0922	0.0276	3.3500e-003	146.7790
NaturalGas Mitigated	2.1000e-003	0.0191	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	20.7359	20.7359	4.0000e-004	3.8000e-004	20.8591
NaturalGas Unmitigated	2.1000e-003	0.0191	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	20.7359	20.7359	4.0000e-004	3.8000e-004	20.8591

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Discount Club	388576	2.1000e-003	0.0191	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	20.7359	20.7359	4.0000e-004	3.8000e-004	20.8591
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.1000e-003**	**0.0191**	**0.0160**	**1.1000e-004**		**1.4500e-003**	**1.4500e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**20.7359**	**20.7359**	**4.0000e-004**	**3.8000e-004**	**20.8591**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Discount Club	388576	2.1000e-003	0.0191	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	20.7359	20.7359	4.0000e-004	3.8000e-004	20.8591
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.1000e-003**	**0.0191**	**0.0160**	**1.1000e-004**		**1.4500e-003**	**1.4500e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**20.7359**	**20.7359**	**4.0000e-004**	**3.8000e-004**	**20.8591**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	1.72534e+006	135.7815	0.0258	3.1300e-003	137.3600
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	118309	9.3107	1.7700e-003	2.1000e-004	9.4190
Total		**145.0922**	**0.0276**	**3.3400e-003**	**146.7790**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	1.72534e+006	135.7815	0.0258	3.1300e-003	137.3600
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	118309	9.3107	1.7700e-003	2.1000e-004	9.4190
Total		**145.0922**	**0.0276**	**3.3400e-003**	**146.7790**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7725	2.0000e-005	2.4700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.8200e-003	4.8200e-003	1.0000e-005	0.0000	5.1400e-003
Unmitigated	0.7725	2.0000e-005	2.4700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.8200e-003	4.8200e-003	1.0000e-005	0.0000	5.1400e-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	0.0956					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6766					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.4700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.8200e-003	4.8200e-003	1.0000e-005	0.0000	5.1400e-003
Total	**0.7725**	**2.0000e-005**	**2.4700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.8200e-003**	**4.8200e-003**	**1.0000e-005**	**0.0000**	**5.1400e-003**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0956					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6766					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.4700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.8200e-003	4.8200e-003	1.0000e-005	0.0000	5.1400e-003
Total	**0.7725**	**2.0000e-005**	**2.4700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.8200e-003**	**4.8200e-003**	**1.0000e-005**	**0.0000**	**5.1400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.2169	0.4022	9.6300e-003	24.1425
Unmitigated	11.2169	0.4022	9.6300e-003	24.1425

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	12.3005 / 7.53901	11.2169	0.4022	9.6300e-003	24.1425
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.2169**	**0.4022**	**9.6300e-003**	**24.1425**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	12.3005 / 7.53901	11.2169	0.4022	9.6300e-003	24.1425
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.2169**	**0.4022**	**9.6300e-003**	**24.1425**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	144.9701	8.5675	0.0000	359.1572
Unmitigated	144.9701	8.5675	0.0000	359.1572

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	714.17	144.9701	8.5675	0.0000	359.1572
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**144.9701**	**8.5675**	**0.0000**	**359.1572**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	714.17	144.9701	8.5675	0.0000	359.1572
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**144.9701**	**8.5675**	**0.0000**	**359.1572**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

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11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	60.1800	0.0000	0.0000	60.1800

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	85	60.1800	0.0000	0.0000	60.1800
Total		**60.1800**	**0.0000**	**0.0000**	**60.1800**

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Discount Club	166.06	1000sqft	3.81	166,058.00	0
Parking Lot	7.76	Acre	7.76	338,025.60	0
Other Non-Asphalt Surfaces	96.16	1000sqft	2.21	96,155.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	173.5	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Updated CO2 intensity factor per RPS requirements

Land Use - Project-specific values

Construction Phase - Net VMT emissions only

Off-road Equipment -

Vehicle Trips - Project-specific trip rates and trip types are based on information provided by Kittelson & Associates in the Transportation Impact Analysis (TIA) for the Westgate West Costco Project. Net VMT is expected to be a negative value based on Kittelson's TIA.

Vehicle Emission Factors - EMFAC2021 Emission Factors. VMT-based emission factors considered in Net VMT run. Trip-based emission factors considered in the Project Operational run.

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Vehicle Emission Factors - EMFAC2021 Emission Factors. VMT-based emission factors considered in Net VMT run. Trip-based emission factors considered in the Project Operational run.

Vehicle Emission Factors - EMFAC2021 Emission Factors. VMT-based emission factors considered in Net VMT run. Trip-based emission factors considered in the Project Operational run.

Fleet Mix - EMFAC 2021 Fleet Mix

Consumer Products - Net VMT run

Area Coating - Net VMT run

Landscape Equipment - Net VMT run

Energy Use - Net VMT run

Water And Wastewater - Net VMT run

Solid Waste - Net VMT run

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	83029	0
tblAreaCoating	Area_Nonresidential_Interior	249087	0
tblAreaCoating	Area_Parking	26051	0
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	2/28/2024	1/30/2024
tblConsumerProducts	ROG_EF	2.14E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	5.25	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	2.68	0.00
tblEnergyUse	T24E	2.46	0.00
tblEnergyUse	T24NG	2.34	0.00
tblFleetMix	HHD	6.3770e-003	0.02

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tblFleetMix	HHD	6.3770e-003	0.02
tblFleetMix	HHD	6.3770e-003	0.02
tblFleetMix	LDA	0.57	0.54
tblFleetMix	LDA	0.57	0.54
tblFleetMix	LDA	0.57	0.54
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.19	0.23
tblFleetMix	LDT2	0.19	0.23
tblFleetMix	LDT2	0.19	0.23
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	5.1580e-003	6.0010e-003
tblFleetMix	LHD2	5.1580e-003	6.0010e-003
tblFleetMix	LHD2	5.1580e-003	6.0010e-003
tblFleetMix	MCY	0.02	3.5260e-003
tblFleetMix	MCY	0.02	3.5260e-003
tblFleetMix	MCY	0.02	3.5260e-003
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MH	2.7200e-003	6.5900e-004
tblFleetMix	MH	2.7200e-003	6.5900e-004
tblFleetMix	MH	2.7200e-003	6.5900e-004
tblFleetMix	MHD	8.0300e-003	0.01
tblFleetMix	MHD	8.0300e-003	0.01
tblFleetMix	MHD	8.0300e-003	0.01

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tblFleetMix	OBUS	8.9300e-004	1.7380e-003
tblFleetMix	OBUS	8.9300e-004	1.7380e-003
tblFleetMix	OBUS	8.9300e-004	1.7380e-003
tblFleetMix	SBUS	9.0000e-004	5.2700e-004
tblFleetMix	SBUS	9.0000e-004	5.2700e-004
tblFleetMix	SBUS	9.0000e-004	5.2700e-004
tblFleetMix	UBUS	3.7200e-004	1.2500e-003
tblFleetMix	UBUS	3.7200e-004	1.2500e-003
tblFleetMix	UBUS	3.7200e-004	1.2500e-003
tblLandscapeEquipment	NumberSummerDays	180	0
tblProjectCharacteristics	CO2IntensityFactor	203.98	173.5
tblSolidWaste	SolidWasteGenerationRate	714.17	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	0.05	0.12
tblVehicleEF	HHD	6.32	0.00
tblVehicleEF	HHD	0.41	0.76
tblVehicleEF	HHD	5.9250e-003	0.00
tblVehicleEF	HHD	1,030.26	0.00
tblVehicleEF	HHD	1,386.58	1,586.83
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.16	0.00
tblVehicleEF	HHD	0.22	0.25
tblVehicleEF	HHD	6.0000e-006	0.00
tblVehicleEF	HHD	5.35	0.00
tblVehicleEF	HHD	2.67	1.77
tblVehicleEF	HHD	2.32	0.00
tblVehicleEF	HHD	2.5050e-003	0.00
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04

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

tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.3970e-003	0.00
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8870e-003	8.7820e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.6000e-005	0.00
tblVehicleEF	HHD	0.43	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	3.8000e-005	5.5000e-005
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	9.5860e-003	0.00
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.6000e-005	0.00
tblVehicleEF	HHD	0.49	0.00
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.08	0.14
tblVehicleEF	HHD	3.8000e-005	5.5000e-005
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.05	0.12
tblVehicleEF	HHD	6.23	0.00
tblVehicleEF	HHD	0.41	0.76
tblVehicleEF	HHD	5.4460e-003	0.00
tblVehicleEF	HHD	1,018.41	0.00

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

tblVehicleEF	HHD	1,386.58	1,586.83
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.16	0.00
tblVehicleEF	HHD	0.22	0.25
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	5.11	0.00
tblVehicleEF	HHD	2.57	1.71
tblVehicleEF	HHD	2.32	0.00
tblVehicleEF	HHD	2.1950e-003	0.00
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.1000e-003	0.00
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8870e-003	8.7820e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	9.5000e-005	0.00
tblVehicleEF	HHD	0.45	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	3.8000e-005	5.7000e-005
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	9.4760e-003	0.00
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	9.5000e-005	0.00

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

tblVehicleEF	HHD	0.52	0.00
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	0.08	0.14
tblVehicleEF	HHD	3.8000e-005	5.7000e-005
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	0.05	0.12
tblVehicleEF	HHD	6.45	0.00
tblVehicleEF	HHD	0.40	0.76
tblVehicleEF	HHD	6.3580e-003	0.00
tblVehicleEF	HHD	1,046.63	0.00
tblVehicleEF	HHD	1,386.58	1,586.83
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.17	0.00
tblVehicleEF	HHD	0.22	0.25
tblVehicleEF	HHD	6.0000e-006	0.00
tblVehicleEF	HHD	5.68	0.00
tblVehicleEF	HHD	2.71	1.80
tblVehicleEF	HHD	2.32	0.00
tblVehicleEF	HHD	2.9330e-003	0.00
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.8060e-003	0.00
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8870e-003	8.7820e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	0.00

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

tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	9.5000e-005	0.00
tblVehicleEF	HHD	0.39	0.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	4.1000e-005	5.8000e-005
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	9.7400e-003	0.00
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	9.5000e-005	0.00
tblVehicleEF	HHD	0.45	0.00
tblVehicleEF	HHD	0.08	0.14
tblVehicleEF	HHD	4.1000e-005	5.8000e-005
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	LDA	1.5230e-003	1.8410e-003
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	0.49	0.61
tblVehicleEF	LDA	2.00	0.00
tblVehicleEF	LDA	226.89	237.67
tblVehicleEF	LDA	48.21	0.00
tblVehicleEF	LDA	3.7350e-003	3.8850e-003
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.15	0.00
tblVehicleEF	LDA	0.04	7.1370e-003
tblVehicleEF	LDA	1.2360e-003	1.1200e-003
tblVehicleEF	LDA	1.6250e-003	0.00
tblVehicleEF	LDA	0.02	2.4980e-003
tblVehicleEF	LDA	1.1380e-003	1.0310e-003

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tblVehicleEF	LDA	1.4940e-003	0.00
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.08	0.00
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	5.5720e-003	6.9420e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.18	0.00
tblVehicleEF	LDA	2.2440e-003	2.3490e-003
tblVehicleEF	LDA	4.7700e-004	0.00
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.08	0.00
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	8.1000e-003	0.01
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.19	0.00
tblVehicleEF	LDA	1.7230e-003	1.9670e-003
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.58	0.80
tblVehicleEF	LDA	1.58	0.00
tblVehicleEF	LDA	244.13	256.32
tblVehicleEF	LDA	47.44	0.00
tblVehicleEF	LDA	3.4980e-003	3.4690e-003
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.14	0.00
tblVehicleEF	LDA	0.04	7.1370e-003
tblVehicleEF	LDA	1.2360e-003	1.1200e-003
tblVehicleEF	LDA	1.6250e-003	0.00
tblVehicleEF	LDA	0.02	2.4980e-003

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tblVehicleEF	LDA	1.1380e-003	1.0310e-003
tblVehicleEF	LDA	1.4940e-003	0.00
tblVehicleEF	LDA	0.07	0.00
tblVehicleEF	LDA	0.09	0.00
tblVehicleEF	LDA	0.06	0.00
tblVehicleEF	LDA	6.1960e-003	7.2850e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.15	0.00
tblVehicleEF	LDA	2.4150e-003	2.5340e-003
tblVehicleEF	LDA	4.6900e-004	0.00
tblVehicleEF	LDA	0.07	0.00
tblVehicleEF	LDA	0.09	0.00
tblVehicleEF	LDA	0.06	0.00
tblVehicleEF	LDA	9.0100e-003	0.01
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.16	0.00
tblVehicleEF	LDA	1.4620e-003	1.7840e-003
tblVehicleEF	LDA	0.05	0.00
tblVehicleEF	LDA	0.48	0.58
tblVehicleEF	LDA	2.34	0.00
tblVehicleEF	LDA	224.06	234.61
tblVehicleEF	LDA	48.83	0.00
tblVehicleEF	LDA	3.9570e-003	4.1610e-003
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.17	0.00
tblVehicleEF	LDA	0.04	7.1370e-003
tblVehicleEF	LDA	1.2360e-003	1.1200e-003
tblVehicleEF	LDA	1.6250e-003	0.00

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tblVehicleEF	LDA	0.02	2.4980e-003
tblVehicleEF	LDA	1.1380e-003	1.0310e-003
tblVehicleEF	LDA	1.4940e-003	0.00
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.08	0.00
tblVehicleEF	LDA	0.01	0.00
tblVehicleEF	LDA	5.4160e-003	6.8120e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.20	0.00
tblVehicleEF	LDA	2.2160e-003	2.3190e-003
tblVehicleEF	LDA	4.8300e-004	0.00
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.08	0.00
tblVehicleEF	LDA	0.01	0.00
tblVehicleEF	LDA	7.8710e-003	9.9250e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.22	0.00
tblVehicleEF	LDT1	3.1240e-003	5.5770e-003
tblVehicleEF	LDT1	0.05	0.00
tblVehicleEF	LDT1	0.77	1.31
tblVehicleEF	LDT1	2.16	0.00
tblVehicleEF	LDT1	272.37	319.18
tblVehicleEF	LDT1	58.50	0.00
tblVehicleEF	LDT1	5.2980e-003	8.6270e-003
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	0.06	0.11
tblVehicleEF	LDT1	0.20	0.00
tblVehicleEF	LDT1	0.04	9.2190e-003
tblVehicleEF	LDT1	1.5310e-003	1.8130e-003

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tblVehicleEF	LDT1	1.9900e-003	0.00
tblVehicleEF	LDT1	0.02	3.2270e-003
tblVehicleEF	LDT1	1.4090e-003	1.6690e-003
tblVehicleEF	LDT1	1.8300e-003	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.13	0.00
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.25	0.00
tblVehicleEF	LDT1	2.6950e-003	3.1550e-003
tblVehicleEF	LDT1	5.7900e-004	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.13	0.00
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.27	0.00
tblVehicleEF	LDT1	3.4970e-003	5.9360e-003
tblVehicleEF	LDT1	0.04	0.00
tblVehicleEF	LDT1	0.90	1.71
tblVehicleEF	LDT1	1.70	0.00
tblVehicleEF	LDT1	290.16	341.54
tblVehicleEF	LDT1	57.63	0.00
tblVehicleEF	LDT1	4.9120e-003	7.7010e-003
tblVehicleEF	LDT1	0.02	0.00
tblVehicleEF	LDT1	0.05	0.10
tblVehicleEF	LDT1	0.18	0.00
tblVehicleEF	LDT1	0.04	9.2190e-003

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tblVehicleEF	LDT1	1.5310e-003	1.8130e-003
tblVehicleEF	LDT1	1.9900e-003	0.00
tblVehicleEF	LDT1	0.02	3.2270e-003
tblVehicleEF	LDT1	1.4090e-003	1.6690e-003
tblVehicleEF	LDT1	1.8300e-003	0.00
tblVehicleEF	LDT1	0.16	0.00
tblVehicleEF	LDT1	0.15	0.00
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.01	0.03
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.20	0.00
tblVehicleEF	LDT1	2.8710e-003	3.3760e-003
tblVehicleEF	LDT1	5.7000e-004	0.00
tblVehicleEF	LDT1	0.16	0.00
tblVehicleEF	LDT1	0.15	0.00
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.22	0.00
tblVehicleEF	LDT1	3.0120e-003	5.4240e-003
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT1	0.76	1.25
tblVehicleEF	LDT1	2.54	0.00
tblVehicleEF	LDT1	269.46	315.52
tblVehicleEF	LDT1	59.20	0.00
tblVehicleEF	LDT1	5.6420e-003	9.2460e-003
tblVehicleEF	LDT1	0.03	0.00
tblVehicleEF	LDT1	0.06	0.13
tblVehicleEF	LDT1	0.21	0.00

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tblVehicleEF	LDT1	0.04	9.2190e-003
tblVehicleEF	LDT1	1.5310e-003	1.8130e-003
tblVehicleEF	LDT1	1.9900e-003	0.00
tblVehicleEF	LDT1	0.02	3.2270e-003
tblVehicleEF	LDT1	1.4090e-003	1.6690e-003
tblVehicleEF	LDT1	1.8300e-003	0.00
tblVehicleEF	LDT1	0.03	0.00
tblVehicleEF	LDT1	0.14	0.00
tblVehicleEF	LDT1	0.03	0.00
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	0.09	0.06
tblVehicleEF	LDT1	0.28	0.00
tblVehicleEF	LDT1	2.6660e-003	3.1190e-003
tblVehicleEF	LDT1	5.8600e-004	0.00
tblVehicleEF	LDT1	0.03	0.00
tblVehicleEF	LDT1	0.14	0.00
tblVehicleEF	LDT1	0.03	0.00
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.09	0.06
tblVehicleEF	LDT1	0.31	0.00
tblVehicleEF	LDT2	2.6570e-003	2.5920e-003
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.69	0.78
tblVehicleEF	LDT2	2.60	0.00
tblVehicleEF	LDT2	290.83	327.62
tblVehicleEF	LDT2	63.01	0.00
tblVehicleEF	LDT2	5.2770e-003	5.6470e-003
tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.05	0.06

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

tblVehicleEF	LDT2	0.23	0.00
tblVehicleEF	LDT2	0.04	8.8600e-003
tblVehicleEF	LDT2	1.3020e-003	1.2920e-003
tblVehicleEF	LDT2	1.6610e-003	0.00
tblVehicleEF	LDT2	0.02	3.1010e-003
tblVehicleEF	LDT2	1.1980e-003	1.1890e-003
tblVehicleEF	LDT2	1.5270e-003	0.00
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.11	0.00
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.26	0.00
tblVehicleEF	LDT2	2.8770e-003	3.2380e-003
tblVehicleEF	LDT2	6.2400e-004	0.00
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.11	0.00
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.29	0.00
tblVehicleEF	LDT2	2.9910e-003	2.7680e-003
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	0.81	1.03
tblVehicleEF	LDT2	2.05	0.00
tblVehicleEF	LDT2	308.07	348.37
tblVehicleEF	LDT2	61.99	0.00
tblVehicleEF	LDT2	4.9250e-003	5.0530e-003
tblVehicleEF	LDT2	0.03	0.00

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

tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.20	0.00
tblVehicleEF	LDT2	0.04	8.8600e-003
tblVehicleEF	LDT2	1.3020e-003	1.2920e-003
tblVehicleEF	LDT2	1.6610e-003	0.00
tblVehicleEF	LDT2	0.02	3.1010e-003
tblVehicleEF	LDT2	1.1980e-003	1.1890e-003
tblVehicleEF	LDT2	1.5270e-003	0.00
tblVehicleEF	LDT2	0.13	0.00
tblVehicleEF	LDT2	0.12	0.00
tblVehicleEF	LDT2	0.11	0.00
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.05	0.03
tblVehicleEF	LDT2	0.22	0.00
tblVehicleEF	LDT2	3.0480e-003	3.4440e-003
tblVehicleEF	LDT2	6.1300e-004	0.00
tblVehicleEF	LDT2	0.13	0.00
tblVehicleEF	LDT2	0.12	0.00
tblVehicleEF	LDT2	0.11	0.00
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.05	0.03
tblVehicleEF	LDT2	0.24	0.00
tblVehicleEF	LDT2	2.5550e-003	2.5140e-003
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.68	0.75
tblVehicleEF	LDT2	3.05	0.00
tblVehicleEF	LDT2	288.00	324.22
tblVehicleEF	LDT2	63.84	0.00
tblVehicleEF	LDT2	5.5990e-003	6.0430e-003

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

tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.25	0.00
tblVehicleEF	LDT2	0.04	8.8600e-003
tblVehicleEF	LDT2	1.3020e-003	1.2920e-003
tblVehicleEF	LDT2	1.6610e-003	0.00
tblVehicleEF	LDT2	0.02	3.1010e-003
tblVehicleEF	LDT2	1.1980e-003	1.1890e-003
tblVehicleEF	LDT2	1.5270e-003	0.00
tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.12	0.00
tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.01	9.9030e-003
tblVehicleEF	LDT2	0.07	0.03
tblVehicleEF	LDT2	0.30	0.00
tblVehicleEF	LDT2	2.8490e-003	3.2050e-003
tblVehicleEF	LDT2	6.3200e-004	0.00
tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.12	0.00
tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.03
tblVehicleEF	LDT2	0.32	0.00
tblVehicleEF	LHD1	4.8220e-003	0.00
tblVehicleEF	LHD1	7.2910e-003	7.2220e-003
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	0.18	0.00
tblVehicleEF	LHD1	0.66	0.82
tblVehicleEF	LHD1	1.01	0.00

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

tblVehicleEF	LHD1	8.77	0.00
tblVehicleEF	LHD1	764.47	764.97
tblVehicleEF	LHD1	11.28	0.00
tblVehicleEF	LHD1	7.4300e-004	0.00
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	0.05	0.00
tblVehicleEF	LHD1	0.57	0.59
tblVehicleEF	LHD1	0.29	0.00
tblVehicleEF	LHD1	8.5700e-004	0.00
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8070e-003	9.4200e-003
tblVehicleEF	LHD1	9.0910e-003	0.01
tblVehicleEF	LHD1	2.3900e-004	0.00
tblVehicleEF	LHD1	8.2000e-004	0.00
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4520e-003	2.3550e-003
tblVehicleEF	LHD1	8.6510e-003	0.01
tblVehicleEF	LHD1	2.2000e-004	0.00
tblVehicleEF	LHD1	1.8120e-003	0.00
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	9.4400e-004	0.00
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	0.19	0.06
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	8.5000e-005	0.00
tblVehicleEF	LHD1	7.4620e-003	7.4710e-003
tblVehicleEF	LHD1	1.1200e-004	0.00

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

tblVehicleEF	LHD1	1.8120e-003	0.00
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	9.4400e-004	0.00
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.19	0.06
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	4.8360e-003	0.00
tblVehicleEF	LHD1	7.4440e-003	7.3900e-003
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	0.18	0.00
tblVehicleEF	LHD1	0.67	0.84
tblVehicleEF	LHD1	0.94	0.00
tblVehicleEF	LHD1	8.77	0.00
tblVehicleEF	LHD1	764.50	765.01
tblVehicleEF	LHD1	11.15	0.00
tblVehicleEF	LHD1	7.4600e-004	0.00
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	0.05	0.00
tblVehicleEF	LHD1	0.54	0.56
tblVehicleEF	LHD1	0.27	0.00
tblVehicleEF	LHD1	8.5700e-004	0.00
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8070e-003	9.4200e-003
tblVehicleEF	LHD1	9.0910e-003	0.01
tblVehicleEF	LHD1	2.3900e-004	0.00
tblVehicleEF	LHD1	8.2000e-004	0.00
tblVehicleEF	LHD1	0.03	0.03

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

tblVehicleEF	LHD1	2.4520e-003	2.3550e-003
tblVehicleEF	LHD1	8.6510e-003	0.01
tblVehicleEF	LHD1	2.2000e-004	0.00
tblVehicleEF	LHD1	4.0570e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	1.9270e-003	0.00
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	0.18	0.06
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	8.5000e-005	0.00
tblVehicleEF	LHD1	7.4620e-003	7.4710e-003
tblVehicleEF	LHD1	1.1000e-004	0.00
tblVehicleEF	LHD1	4.0570e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	1.9270e-003	0.00
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.18	0.06
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	4.8100e-003	0.00
tblVehicleEF	LHD1	7.1700e-003	7.0890e-003
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	0.18	0.00
tblVehicleEF	LHD1	0.65	0.80
tblVehicleEF	LHD1	1.08	0.00
tblVehicleEF	LHD1	8.77	0.00
tblVehicleEF	LHD1	764.45	764.94
tblVehicleEF	LHD1	11.40	0.00

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

tblVehicleEF	LHD1	7.4100e-004	0.00
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	0.05	0.00
tblVehicleEF	LHD1	0.58	0.60
tblVehicleEF	LHD1	0.31	0.00
tblVehicleEF	LHD1	8.5700e-004	0.00
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.8070e-003	9.4200e-003
tblVehicleEF	LHD1	9.0910e-003	0.01
tblVehicleEF	LHD1	2.3900e-004	0.00
tblVehicleEF	LHD1	8.2000e-004	0.00
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4520e-003	2.3550e-003
tblVehicleEF	LHD1	8.6510e-003	0.01
tblVehicleEF	LHD1	2.2000e-004	0.00
tblVehicleEF	LHD1	9.2000e-004	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.02	0.00
tblVehicleEF	LHD1	5.0000e-004	0.00
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.21	0.06
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD1	8.5000e-005	0.00
tblVehicleEF	LHD1	7.4610e-003	7.4710e-003
tblVehicleEF	LHD1	1.1300e-004	0.00
tblVehicleEF	LHD1	9.2000e-004	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.03	0.00

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

tblVehicleEF	LHD1	5.0000e-004	0.00
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.21	0.06
tblVehicleEF	LHD1	0.07	0.00
tblVehicleEF	LHD2	2.9270e-003	0.00
tblVehicleEF	LHD2	6.3420e-003	6.4550e-003
tblVehicleEF	LHD2	7.0910e-003	0.00
tblVehicleEF	LHD2	0.14	0.00
tblVehicleEF	LHD2	0.56	0.53
tblVehicleEF	LHD2	0.57	0.00
tblVehicleEF	LHD2	13.74	0.00
tblVehicleEF	LHD2	740.94	811.00
tblVehicleEF	LHD2	7.36	0.00
tblVehicleEF	LHD2	1.7280e-003	0.00
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.68	0.81
tblVehicleEF	LHD2	0.16	0.00
tblVehicleEF	LHD2	1.4520e-003	0.00
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.2200e-004	0.00
tblVehicleEF	LHD2	1.3890e-003	0.00
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6970e-003	2.6660e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.1200e-004	0.00

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

tblVehicleEF	LHD2	9.1300e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	4.8500e-004	0.00
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	0.09	0.03
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	1.3100e-004	0.00
tblVehicleEF	LHD2	7.1520e-003	7.8120e-003
tblVehicleEF	LHD2	7.3000e-005	0.00
tblVehicleEF	LHD2	9.1300e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	4.8500e-004	0.00
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.09	0.03
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.9350e-003	0.00
tblVehicleEF	LHD2	6.4020e-003	6.5170e-003
tblVehicleEF	LHD2	6.7050e-003	0.00
tblVehicleEF	LHD2	0.14	0.00
tblVehicleEF	LHD2	0.57	0.54
tblVehicleEF	LHD2	0.53	0.00
tblVehicleEF	LHD2	13.74	0.00
tblVehicleEF	LHD2	740.95	811.01
tblVehicleEF	LHD2	7.29	0.00
tblVehicleEF	LHD2	1.7290e-003	0.00
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.01	0.00

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

tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.66	0.77
tblVehicleEF	LHD2	0.15	0.00
tblVehicleEF	LHD2	1.4520e-003	0.00
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.2200e-004	0.00
tblVehicleEF	LHD2	1.3890e-003	0.00
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6970e-003	2.6660e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.1200e-004	0.00
tblVehicleEF	LHD2	2.0490e-003	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	9.9400e-004	0.00
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	0.03	0.00
tblVehicleEF	LHD2	1.3100e-004	0.00
tblVehicleEF	LHD2	7.1520e-003	7.8120e-003
tblVehicleEF	LHD2	7.2000e-005	0.00
tblVehicleEF	LHD2	2.0490e-003	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	9.9400e-004	0.00
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.08	0.03

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

tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.9200e-003	0.00
tblVehicleEF	LHD2	6.2950e-003	6.4050e-003
tblVehicleEF	LHD2	7.4220e-003	0.00
tblVehicleEF	LHD2	0.14	0.00
tblVehicleEF	LHD2	0.56	0.53
tblVehicleEF	LHD2	0.61	0.00
tblVehicleEF	LHD2	13.74	0.00
tblVehicleEF	LHD2	740.94	810.98
tblVehicleEF	LHD2	7.43	0.00
tblVehicleEF	LHD2	1.7260e-003	0.00
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.70	0.82
tblVehicleEF	LHD2	0.17	0.00
tblVehicleEF	LHD2	1.4520e-003	0.00
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.2200e-004	0.00
tblVehicleEF	LHD2	1.3890e-003	0.00
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6970e-003	2.6660e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.1200e-004	0.00
tblVehicleEF	LHD2	4.6900e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00

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tblVehicleEF	LHD2	2.5900e-004	0.00
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	0.10	0.03
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	1.3100e-004	0.00
tblVehicleEF	LHD2	7.1520e-003	7.8120e-003
tblVehicleEF	LHD2	7.4000e-005	0.00
tblVehicleEF	LHD2	4.6900e-004	0.00
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	0.02	0.00
tblVehicleEF	LHD2	2.5900e-004	0.00
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.10	0.03
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	MCY	0.32	0.16
tblVehicleEF	MCY	0.25	0.00
tblVehicleEF	MCY	18.37	12.31
tblVehicleEF	MCY	9.09	0.00
tblVehicleEF	MCY	210.00	187.27
tblVehicleEF	MCY	60.43	0.00
tblVehicleEF	MCY	0.07	0.04
tblVehicleEF	MCY	0.02	0.00
tblVehicleEF	MCY	1.14	0.56
tblVehicleEF	MCY	0.27	0.00
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0310e-003	1.9250e-003
tblVehicleEF	MCY	2.9300e-003	0.00
tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	1.8970e-003	1.7990e-003

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tblVehicleEF	MCY	2.7510e-003	0.00
tblVehicleEF	MCY	0.90	0.00
tblVehicleEF	MCY	0.67	0.00
tblVehicleEF	MCY	0.48	0.00
tblVehicleEF	MCY	2.18	1.02
tblVehicleEF	MCY	0.52	1.29
tblVehicleEF	MCY	1.92	0.00
tblVehicleEF	MCY	2.0780e-003	1.8510e-003
tblVehicleEF	MCY	5.9800e-004	0.00
tblVehicleEF	MCY	0.90	0.00
tblVehicleEF	MCY	0.67	0.00
tblVehicleEF	MCY	0.48	0.00
tblVehicleEF	MCY	2.71	1.24
tblVehicleEF	MCY	0.52	1.29
tblVehicleEF	MCY	2.09	0.00
tblVehicleEF	MCY	0.32	0.16
tblVehicleEF	MCY	0.21	0.00
tblVehicleEF	MCY	17.74	12.30
tblVehicleEF	MCY	7.90	0.00
tblVehicleEF	MCY	208.77	187.21
tblVehicleEF	MCY	57.50	0.00
tblVehicleEF	MCY	0.06	0.04
tblVehicleEF	MCY	0.01	0.00
tblVehicleEF	MCY	1.01	0.49
tblVehicleEF	MCY	0.25	0.00
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0310e-003	1.9250e-003
tblVehicleEF	MCY	2.9300e-003	0.00
tblVehicleEF	MCY	5.0400e-003	4.2000e-003

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

tblVehicleEF	MCY	1.8970e-003	1.7990e-003
tblVehicleEF	MCY	2.7510e-003	0.00
tblVehicleEF	MCY	2.31	0.00
tblVehicleEF	MCY	0.90	0.00
tblVehicleEF	MCY	1.31	0.00
tblVehicleEF	MCY	2.11	1.01
tblVehicleEF	MCY	0.49	1.30
tblVehicleEF	MCY	1.61	0.00
tblVehicleEF	MCY	2.0660e-003	1.8510e-003
tblVehicleEF	MCY	5.6900e-004	0.00
tblVehicleEF	MCY	2.31	0.00
tblVehicleEF	MCY	0.90	0.00
tblVehicleEF	MCY	1.31	0.00
tblVehicleEF	MCY	2.62	1.22
tblVehicleEF	MCY	0.49	1.30
tblVehicleEF	MCY	1.75	0.00
tblVehicleEF	MCY	0.33	0.16
tblVehicleEF	MCY	0.29	0.00
tblVehicleEF	MCY	19.74	12.62
tblVehicleEF	MCY	10.43	0.00
tblVehicleEF	MCY	212.49	187.83
tblVehicleEF	MCY	63.58	0.00
tblVehicleEF	MCY	0.07	0.04
tblVehicleEF	MCY	0.02	0.00
tblVehicleEF	MCY	1.23	0.60
tblVehicleEF	MCY	0.29	0.00
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0310e-003	1.9250e-003
tblVehicleEF	MCY	2.9300e-003	0.00

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

tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	1.8970e-003	1.7990e-003
tblVehicleEF	MCY	2.7510e-003	0.00
tblVehicleEF	MCY	0.39	0.00
tblVehicleEF	MCY	0.79	0.00
tblVehicleEF	MCY	0.19	0.00
tblVehicleEF	MCY	2.26	1.05
tblVehicleEF	MCY	0.63	1.40
tblVehicleEF	MCY	2.23	0.00
tblVehicleEF	MCY	2.1030e-003	1.8570e-003
tblVehicleEF	MCY	6.2900e-004	0.00
tblVehicleEF	MCY	0.39	0.00
tblVehicleEF	MCY	0.79	0.00
tblVehicleEF	MCY	0.19	0.00
tblVehicleEF	MCY	2.81	1.26
tblVehicleEF	MCY	0.63	1.40
tblVehicleEF	MCY	2.43	0.00
tblVehicleEF	MDV	2.9890e-003	3.3070e-003
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.72	0.87
tblVehicleEF	MDV	2.79	0.00
tblVehicleEF	MDV	351.34	394.23
tblVehicleEF	MDV	74.92	0.00
tblVehicleEF	MDV	6.9960e-003	7.5830e-003
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.06	0.09
tblVehicleEF	MDV	0.26	0.00
tblVehicleEF	MDV	0.04	8.9720e-003
tblVehicleEF	MDV	1.3680e-003	1.3100e-003

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tblVehicleEF	MDV	1.7330e-003	0.00
tblVehicleEF	MDV	0.02	3.1400e-003
tblVehicleEF	MDV	1.2620e-003	1.2070e-003
tblVehicleEF	MDV	1.5940e-003	0.00
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.03
tblVehicleEF	MDV	0.31	0.00
tblVehicleEF	MDV	3.4720e-003	3.8950e-003
tblVehicleEF	MDV	7.4100e-004	0.00
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MDV	0.06	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.06	0.03
tblVehicleEF	MDV	0.34	0.00
tblVehicleEF	MDV	3.3660e-003	3.5310e-003
tblVehicleEF	MDV	0.05	0.00
tblVehicleEF	MDV	0.84	1.14
tblVehicleEF	MDV	2.20	0.00
tblVehicleEF	MDV	368.67	415.16
tblVehicleEF	MDV	73.80	0.00
tblVehicleEF	MDV	6.6070e-003	6.8630e-003
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.24	0.00
tblVehicleEF	MDV	0.04	8.9720e-003

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tblVehicleEF	MDV	1.3680e-003	1.3100e-003
tblVehicleEF	MDV	1.7330e-003	0.00
tblVehicleEF	MDV	0.02	3.1400e-003
tblVehicleEF	MDV	1.2620e-003	1.2070e-003
tblVehicleEF	MDV	1.5940e-003	0.00
tblVehicleEF	MDV	0.15	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.03
tblVehicleEF	MDV	0.26	0.00
tblVehicleEF	MDV	3.6440e-003	4.1020e-003
tblVehicleEF	MDV	7.3000e-004	0.00
tblVehicleEF	MDV	0.15	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.06	0.03
tblVehicleEF	MDV	0.28	0.00
tblVehicleEF	MDV	2.8760e-003	3.2090e-003
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.71	0.83
tblVehicleEF	MDV	3.28	0.00
tblVehicleEF	MDV	348.50	390.80
tblVehicleEF	MDV	75.83	0.00
tblVehicleEF	MDV	7.3500e-003	8.0630e-003
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.29	0.00

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

tblVehicleEF	MDV	0.04	8.9720e-003
tblVehicleEF	MDV	1.3680e-003	1.3100e-003
tblVehicleEF	MDV	1.7330e-003	0.00
tblVehicleEF	MDV	0.02	3.1400e-003
tblVehicleEF	MDV	1.2620e-003	1.2070e-003
tblVehicleEF	MDV	1.5940e-003	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.07	0.03
tblVehicleEF	MDV	0.35	0.00
tblVehicleEF	MDV	3.4440e-003	3.8610e-003
tblVehicleEF	MDV	7.5000e-004	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.13	0.00
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.07	0.03
tblVehicleEF	MDV	0.38	0.00
tblVehicleEF	MH	8.5740e-003	0.01
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.80	1.11
tblVehicleEF	MH	1.94	0.00
tblVehicleEF	MH	1,472.19	1,680.13
tblVehicleEF	MH	17.63	0.00
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	1.26	1.49

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

tblVehicleEF	MH	0.24	0.00
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.5000e-004	0.00
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.2830e-003	3.3090e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.3000e-004	0.00
tblVehicleEF	MH	0.58	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.21	0.00
tblVehicleEF	MH	0.06	0.08
tblVehicleEF	MH	0.01	2.0210e-003
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	1.7400e-004	0.00
tblVehicleEF	MH	0.58	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.21	0.00
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	0.01	2.0210e-003
tblVehicleEF	MH	0.10	0.00
tblVehicleEF	MH	8.8340e-003	0.01
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.83	1.15
tblVehicleEF	MH	1.77	0.00
tblVehicleEF	MH	1,472.24	1,680.21
tblVehicleEF	MH	17.33	0.00

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

tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	1.19	1.41
tblVehicleEF	MH	0.23	0.00
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.5000e-004	0.00
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.2830e-003	3.3090e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.3000e-004	0.00
tblVehicleEF	MH	1.30	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.43	0.00
tblVehicleEF	MH	0.06	0.08
tblVehicleEF	MH	0.01	2.0680e-003
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	1.7200e-004	0.00
tblVehicleEF	MH	1.30	0.00
tblVehicleEF	MH	0.05	0.00
tblVehicleEF	MH	0.43	0.00
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	0.01	2.0680e-003
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	8.3760e-003	0.01
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.78	1.07

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

tblVehicleEF	MH	2.10	0.00
tblVehicleEF	MH	1,472.15	1,680.08
tblVehicleEF	MH	17.89	0.00
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	1.29	1.52
tblVehicleEF	MH	0.26	0.00
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.5000e-004	0.00
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.2830e-003	3.3090e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.3000e-004	0.00
tblVehicleEF	MH	0.30	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.12	0.00
tblVehicleEF	MH	0.06	0.08
tblVehicleEF	MH	0.01	2.0810e-003
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	1.7700e-004	0.00
tblVehicleEF	MH	0.30	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.12	0.00
tblVehicleEF	MH	0.07	0.10
tblVehicleEF	MH	0.01	2.0810e-003
tblVehicleEF	MH	0.10	0.00

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

tblVehicleEF	MHD	3.6170e-003	0.00
tblVehicleEF	MHD	1.5120e-003	9.5350e-003
tblVehicleEF	MHD	8.8700e-003	0.00
tblVehicleEF	MHD	0.39	0.00
tblVehicleEF	MHD	0.21	0.30
tblVehicleEF	MHD	1.02	0.00
tblVehicleEF	MHD	70.85	0.00
tblVehicleEF	MHD	1,065.91	1,213.65
tblVehicleEF	MHD	8.98	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.14	0.16
tblVehicleEF	MHD	7.2880e-003	0.00
tblVehicleEF	MHD	0.40	0.00
tblVehicleEF	MHD	1.45	1.01
tblVehicleEF	MHD	1.70	0.00
tblVehicleEF	MHD	3.2300e-004	0.00
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	7.0640e-003	0.01
tblVehicleEF	MHD	1.1300e-004	0.00
tblVehicleEF	MHD	3.0900e-004	0.00
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	6.7520e-003	0.01
tblVehicleEF	MHD	1.0400e-004	0.00
tblVehicleEF	MHD	3.5500e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	1.8800e-004	0.00
tblVehicleEF	MHD	0.01	0.03
tblVehicleEF	MHD	0.02	0.01

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

tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	MHD	6.7200e-004	0.00
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.9000e-005	0.00
tblVehicleEF	MHD	3.5500e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	1.8800e-004	0.00
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	MHD	3.4090e-003	0.00
tblVehicleEF	MHD	1.5510e-003	9.6020e-003
tblVehicleEF	MHD	8.3640e-003	0.00
tblVehicleEF	MHD	0.33	0.00
tblVehicleEF	MHD	0.21	0.30
tblVehicleEF	MHD	0.93	0.00
tblVehicleEF	MHD	70.81	0.00
tblVehicleEF	MHD	1,065.91	1,213.67
tblVehicleEF	MHD	8.84	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.14	0.16
tblVehicleEF	MHD	6.9910e-003	0.00
tblVehicleEF	MHD	0.39	0.00
tblVehicleEF	MHD	1.39	0.96
tblVehicleEF	MHD	1.69	0.00
tblVehicleEF	MHD	2.7500e-004	0.00
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	7.0640e-003	0.01

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tblVehicleEF	MHD	1.1300e-004	0.00
tblVehicleEF	MHD	2.6300e-004	0.00
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	6.7520e-003	0.01
tblVehicleEF	MHD	1.0400e-004	0.00
tblVehicleEF	MHD	8.1400e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	4.0000e-004	0.00
tblVehicleEF	MHD	0.01	0.03
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.04	0.00
tblVehicleEF	MHD	6.7200e-004	0.00
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.8000e-005	0.00
tblVehicleEF	MHD	8.1400e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	4.0000e-004	0.00
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	MHD	3.8210e-003	0.00
tblVehicleEF	MHD	1.4810e-003	9.4850e-003
tblVehicleEF	MHD	9.2810e-003	0.00
tblVehicleEF	MHD	0.46	0.00
tblVehicleEF	MHD	0.21	0.29
tblVehicleEF	MHD	1.09	0.00
tblVehicleEF	MHD	71.03	0.00

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

tblVehicleEF	MHD	1,065.90	1,213.65
tblVehicleEF	MHD	9.10	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.14	0.16
tblVehicleEF	MHD	7.5700e-003	0.00
tblVehicleEF	MHD	0.41	0.00
tblVehicleEF	MHD	1.47	1.03
tblVehicleEF	MHD	1.70	0.00
tblVehicleEF	MHD	3.8800e-004	0.00
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	7.0640e-003	0.01
tblVehicleEF	MHD	1.1300e-004	0.00
tblVehicleEF	MHD	3.7100e-004	0.00
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	6.7520e-003	0.01
tblVehicleEF	MHD	1.0400e-004	0.00
tblVehicleEF	MHD	1.7900e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	9.8000e-005	0.00
tblVehicleEF	MHD	0.01	0.03
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	MHD	6.7400e-004	0.00
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.0000e-005	0.00
tblVehicleEF	MHD	1.7900e-004	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.03	0.00

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	MHD	9.8000e-005	0.00
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	OBUS	7.0670e-003	0.00
tblVehicleEF	OBUS	3.3170e-003	9.5930e-003
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.60	0.00
tblVehicleEF	OBUS	0.39	0.44
tblVehicleEF	OBUS	1.79	0.00
tblVehicleEF	OBUS	94.25	0.00
tblVehicleEF	OBUS	1,303.83	1,366.10
tblVehicleEF	OBUS	14.82	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.13	0.16
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.39	0.00
tblVehicleEF	OBUS	1.46	0.97
tblVehicleEF	OBUS	1.10	0.00
tblVehicleEF	OBUS	1.2700e-004	0.00
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	7.4740e-003	0.02
tblVehicleEF	OBUS	1.4700e-004	0.00
tblVehicleEF	OBUS	1.2200e-004	0.00
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	7.1370e-003	0.01
tblVehicleEF	OBUS	1.3500e-004	0.00
tblVehicleEF	OBUS	1.0870e-003	0.00
tblVehicleEF	OBUS	0.02	0.00

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	OBUS	0.05	0.00
tblVehicleEF	OBUS	4.8600e-004	0.00
tblVehicleEF	OBUS	0.02	0.04
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	8.9500e-004	0.00
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.4700e-004	0.00
tblVehicleEF	OBUS	1.0870e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	4.8600e-004	0.00
tblVehicleEF	OBUS	0.03	0.06
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	7.1600e-003	0.00
tblVehicleEF	OBUS	3.4190e-003	9.6920e-003
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.59	0.00
tblVehicleEF	OBUS	0.40	0.45
tblVehicleEF	OBUS	1.63	0.00
tblVehicleEF	OBUS	93.10	0.00
tblVehicleEF	OBUS	1,303.84	1,366.12
tblVehicleEF	OBUS	14.55	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.13	0.16
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.37	0.00
tblVehicleEF	OBUS	1.40	0.92

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	OBUS	1.09	0.00
tblVehicleEF	OBUS	1.1300e-004	0.00
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	7.4740e-003	0.02
tblVehicleEF	OBUS	1.4700e-004	0.00
tblVehicleEF	OBUS	1.0800e-004	0.00
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	7.1370e-003	0.01
tblVehicleEF	OBUS	1.3500e-004	0.00
tblVehicleEF	OBUS	2.3800e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.05	0.00
tblVehicleEF	OBUS	9.8700e-004	0.00
tblVehicleEF	OBUS	0.02	0.04
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.08	0.00
tblVehicleEF	OBUS	8.8400e-004	0.00
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.4400e-004	0.00
tblVehicleEF	OBUS	2.3800e-003	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	9.8700e-004	0.00
tblVehicleEF	OBUS	0.03	0.06
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	6.9510e-003	0.00
tblVehicleEF	OBUS	3.2380e-003	9.5170e-003
tblVehicleEF	OBUS	0.02	0.00

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	OBUS	0.60	0.00
tblVehicleEF	OBUS	0.38	0.44
tblVehicleEF	OBUS	1.93	0.00
tblVehicleEF	OBUS	95.82	0.00
tblVehicleEF	OBUS	1,303.81	1,366.09
tblVehicleEF	OBUS	15.05	0.00
tblVehicleEF	OBUS	0.01	0.00
tblVehicleEF	OBUS	0.13	0.16
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.42	0.00
tblVehicleEF	OBUS	1.49	0.99
tblVehicleEF	OBUS	1.11	0.00
tblVehicleEF	OBUS	1.4700e-004	0.00
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	7.4740e-003	0.02
tblVehicleEF	OBUS	1.4700e-004	0.00
tblVehicleEF	OBUS	1.4100e-004	0.00
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	7.1370e-003	0.01
tblVehicleEF	OBUS	1.3500e-004	0.00
tblVehicleEF	OBUS	5.9900e-004	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.05	0.00
tblVehicleEF	OBUS	2.8100e-004	0.00
tblVehicleEF	OBUS	0.02	0.04
tblVehicleEF	OBUS	0.05	0.02
tblVehicleEF	OBUS	0.09	0.00
tblVehicleEF	OBUS	9.1000e-004	0.00
tblVehicleEF	OBUS	0.01	0.01

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	OBUS	1.4900e-004	0.00
tblVehicleEF	OBUS	5.9900e-004	0.00
tblVehicleEF	OBUS	0.02	0.00
tblVehicleEF	OBUS	0.06	0.00
tblVehicleEF	OBUS	2.8100e-004	0.00
tblVehicleEF	OBUS	0.03	0.06
tblVehicleEF	OBUS	0.05	0.02
tblVehicleEF	OBUS	0.10	0.00
tblVehicleEF	SBUS	0.06	0.00
tblVehicleEF	SBUS	5.7290e-003	0.09
tblVehicleEF	SBUS	5.1560e-003	0.00
tblVehicleEF	SBUS	2.37	0.00
tblVehicleEF	SBUS	0.47	0.86
tblVehicleEF	SBUS	0.74	0.00
tblVehicleEF	SBUS	345.98	0.00
tblVehicleEF	SBUS	1,037.30	1,017.84
tblVehicleEF	SBUS	4.26	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	5.0100e-003	0.00
tblVehicleEF	SBUS	3.34	0.00
tblVehicleEF	SBUS	4.41	2.41
tblVehicleEF	SBUS	0.90	0.00
tblVehicleEF	SBUS	3.3290e-003	0.00
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	5.1000e-005	0.00
tblVehicleEF	SBUS	3.1850e-003	0.00

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.7110e-003	2.6430e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	4.7000e-005	0.00
tblVehicleEF	SBUS	5.9800e-004	0.00
tblVehicleEF	SBUS	5.7950e-003	0.00
tblVehicleEF	SBUS	0.26	0.00
tblVehicleEF	SBUS	2.6700e-004	0.00
tblVehicleEF	SBUS	0.08	0.05
tblVehicleEF	SBUS	0.01	8.3770e-003
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	3.2940e-003	0.00
tblVehicleEF	SBUS	9.9090e-003	9.4580e-003
tblVehicleEF	SBUS	4.2000e-005	0.00
tblVehicleEF	SBUS	5.9800e-004	0.00
tblVehicleEF	SBUS	5.7950e-003	0.00
tblVehicleEF	SBUS	0.38	0.00
tblVehicleEF	SBUS	2.6700e-004	0.00
tblVehicleEF	SBUS	0.09	0.15
tblVehicleEF	SBUS	0.01	8.3770e-003
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.06	0.00
tblVehicleEF	SBUS	5.8150e-003	0.09
tblVehicleEF	SBUS	4.3350e-003	0.00
tblVehicleEF	SBUS	2.34	0.00
tblVehicleEF	SBUS	0.48	0.87
tblVehicleEF	SBUS	0.54	0.00
tblVehicleEF	SBUS	354.40	0.00
tblVehicleEF	SBUS	1,037.32	1,017.86

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	SBUS	3.94	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	4.7680e-003	0.00
tblVehicleEF	SBUS	3.41	0.00
tblVehicleEF	SBUS	4.23	2.31
tblVehicleEF	SBUS	0.90	0.00
tblVehicleEF	SBUS	2.8150e-003	0.00
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	5.1000e-005	0.00
tblVehicleEF	SBUS	2.6930e-003	0.00
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.7110e-003	2.6430e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	4.7000e-005	0.00
tblVehicleEF	SBUS	1.3170e-003	0.00
tblVehicleEF	SBUS	5.9960e-003	0.00
tblVehicleEF	SBUS	0.26	0.00
tblVehicleEF	SBUS	5.4800e-004	0.00
tblVehicleEF	SBUS	0.08	0.05
tblVehicleEF	SBUS	9.3960e-003	8.3530e-003
tblVehicleEF	SBUS	0.02	0.00
tblVehicleEF	SBUS	3.3740e-003	0.00
tblVehicleEF	SBUS	9.9090e-003	9.4580e-003
tblVehicleEF	SBUS	3.9000e-005	0.00
tblVehicleEF	SBUS	1.3170e-003	0.00
tblVehicleEF	SBUS	5.9960e-003	0.00

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	SBUS	0.38	0.00
tblVehicleEF	SBUS	5.4800e-004	0.00
tblVehicleEF	SBUS	0.10	0.15
tblVehicleEF	SBUS	9.3960e-003	8.3530e-003
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	0.06	0.00
tblVehicleEF	SBUS	5.6590e-003	0.09
tblVehicleEF	SBUS	5.8940e-003	0.00
tblVehicleEF	SBUS	2.42	0.00
tblVehicleEF	SBUS	0.46	0.85
tblVehicleEF	SBUS	0.93	0.00
tblVehicleEF	SBUS	334.34	0.00
tblVehicleEF	SBUS	1,037.29	1,017.82
tblVehicleEF	SBUS	4.59	0.00
tblVehicleEF	SBUS	0.05	0.00
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	5.2340e-003	0.00
tblVehicleEF	SBUS	3.24	0.00
tblVehicleEF	SBUS	4.49	2.46
tblVehicleEF	SBUS	0.91	0.00
tblVehicleEF	SBUS	4.0400e-003	0.00
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	5.1000e-005	0.00
tblVehicleEF	SBUS	3.8650e-003	0.00
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.7110e-003	2.6430e-003
tblVehicleEF	SBUS	0.03	0.01

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	SBUS	4.7000e-005	0.00
tblVehicleEF	SBUS	3.2800e-004	0.00
tblVehicleEF	SBUS	5.8800e-003	0.00
tblVehicleEF	SBUS	0.26	0.00
tblVehicleEF	SBUS	1.5400e-004	0.00
tblVehicleEF	SBUS	0.08	0.05
tblVehicleEF	SBUS	0.01	8.4930e-003
tblVehicleEF	SBUS	0.03	0.00
tblVehicleEF	SBUS	3.1840e-003	0.00
tblVehicleEF	SBUS	9.9090e-003	9.4580e-003
tblVehicleEF	SBUS	4.5000e-005	0.00
tblVehicleEF	SBUS	3.2800e-004	0.00
tblVehicleEF	SBUS	5.8800e-003	0.00
tblVehicleEF	SBUS	0.38	0.00
tblVehicleEF	SBUS	1.5400e-004	0.00
tblVehicleEF	SBUS	0.09	0.15
tblVehicleEF	SBUS	0.01	8.4930e-003
tblVehicleEF	SBUS	0.04	0.00
tblVehicleEF	UBUS	1.66	0.50
tblVehicleEF	UBUS	1.6700e-003	0.00
tblVehicleEF	UBUS	12.57	5.88
tblVehicleEF	UBUS	0.14	0.00
tblVehicleEF	UBUS	1,657.49	1,082.15
tblVehicleEF	UBUS	1.39	0.00
tblVehicleEF	UBUS	0.28	0.17
tblVehicleEF	UBUS	1.1100e-003	0.00
tblVehicleEF	UBUS	0.71	0.30
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	0.07	0.11

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	5.2020e-003	5.6850e-003
tblVehicleEF	UBUS	1.5000e-005	0.00
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	8.3320e-003	7.7770e-003
tblVehicleEF	UBUS	4.9760e-003	5.4350e-003
tblVehicleEF	UBUS	1.4000e-005	0.00
tblVehicleEF	UBUS	2.4000e-005	0.00
tblVehicleEF	UBUS	2.0100e-004	0.00
tblVehicleEF	UBUS	1.1000e-005	0.00
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	4.0000e-005	2.8900e-004
tblVehicleEF	UBUS	6.9810e-003	0.00
tblVehicleEF	UBUS	0.01	8.8540e-003
tblVehicleEF	UBUS	1.4000e-005	0.00
tblVehicleEF	UBUS	2.4000e-005	0.00
tblVehicleEF	UBUS	2.0100e-004	0.00
tblVehicleEF	UBUS	1.1000e-005	0.00
tblVehicleEF	UBUS	1.70	0.57
tblVehicleEF	UBUS	4.0000e-005	2.8900e-004
tblVehicleEF	UBUS	7.6430e-003	0.00
tblVehicleEF	UBUS	1.66	0.50
tblVehicleEF	UBUS	1.4810e-003	0.00
tblVehicleEF	UBUS	12.57	5.88
tblVehicleEF	UBUS	0.11	0.00
tblVehicleEF	UBUS	1,657.49	1,082.15
tblVehicleEF	UBUS	1.35	0.00
tblVehicleEF	UBUS	0.28	0.17
tblVehicleEF	UBUS	1.0700e-003	0.00

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	UBUS	0.71	0.30
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	0.07	0.11
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	5.2020e-003	5.6850e-003
tblVehicleEF	UBUS	1.5000e-005	0.00
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	8.3320e-003	7.7770e-003
tblVehicleEF	UBUS	4.9760e-003	5.4350e-003
tblVehicleEF	UBUS	1.4000e-005	0.00
tblVehicleEF	UBUS	6.0000e-005	0.00
tblVehicleEF	UBUS	2.8200e-004	0.00
tblVehicleEF	UBUS	3.1000e-005	0.00
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	3.6000e-005	2.9900e-004
tblVehicleEF	UBUS	6.1770e-003	0.00
tblVehicleEF	UBUS	0.01	8.8540e-003
tblVehicleEF	UBUS	1.3000e-005	0.00
tblVehicleEF	UBUS	6.0000e-005	0.00
tblVehicleEF	UBUS	2.8200e-004	0.00
tblVehicleEF	UBUS	3.1000e-005	0.00
tblVehicleEF	UBUS	1.70	0.57
tblVehicleEF	UBUS	3.6000e-005	2.9900e-004
tblVehicleEF	UBUS	6.7630e-003	0.00
tblVehicleEF	UBUS	1.66	0.50
tblVehicleEF	UBUS	1.8290e-003	0.00
tblVehicleEF	UBUS	12.57	5.88
tblVehicleEF	UBUS	0.16	0.00
tblVehicleEF	UBUS	1,657.48	1,082.15

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleEF	UBUS	1.43	0.00
tblVehicleEF	UBUS	0.28	0.17
tblVehicleEF	UBUS	1.1500e-003	0.00
tblVehicleEF	UBUS	0.71	0.30
tblVehicleEF	UBUS	0.01	0.00
tblVehicleEF	UBUS	0.07	0.11
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	5.2020e-003	5.6850e-003
tblVehicleEF	UBUS	1.5000e-005	0.00
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	8.3320e-003	7.7770e-003
tblVehicleEF	UBUS	4.9760e-003	5.4350e-003
tblVehicleEF	UBUS	1.4000e-005	0.00
tblVehicleEF	UBUS	1.2000e-005	0.00
tblVehicleEF	UBUS	2.2800e-004	0.00
tblVehicleEF	UBUS	5.0000e-006	0.00
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	5.0000e-005	2.9900e-004
tblVehicleEF	UBUS	7.6590e-003	0.00
tblVehicleEF	UBUS	0.01	8.8540e-003
tblVehicleEF	UBUS	1.4000e-005	0.00
tblVehicleEF	UBUS	1.2000e-005	0.00
tblVehicleEF	UBUS	2.2800e-004	0.00
tblVehicleEF	UBUS	5.0000e-006	0.00
tblVehicleEF	UBUS	1.70	0.57
tblVehicleEF	UBUS	5.0000e-005	2.9900e-004
tblVehicleEF	UBUS	8.3860e-003	0.00
tblVehicleTrips	CC_TL	7.30	0.11
tblVehicleTrips	CC_TL	7.30	0.00

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

tblVehicleTrips	CC_TL	7.30	0.00
tblVehicleTrips	CC_TTP	64.30	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	16.70	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	53.75	69.98
tblVehicleTrips	SU_TR	33.67	69.98
tblVehicleTrips	WD_TR	41.80	69.98
tblWater	IndoorWaterUseRate	12,300,482.92	0.00
tblWater	OutdoorWaterUseRate	7,539,005.66	0.00

2.0 Emissions Summary

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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)

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1582	0.0622	0.3815	1.6800e-003	0.1562	1.1800e-003	0.1574	0.0390	1.1000e-003	0.0401	0.0000	156.5782	156.5782	2.9400e-003	6.5500e-003	158.6025
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1582**	**0.0622**	**0.3815**	**1.6800e-003**	**0.1562**	**1.1800e-003**	**0.1574**	**0.0390**	**1.1000e-003**	**0.0401**	**0.0000**	**156.5782**	**156.5782**	**2.9400e-003**	**6.5500e-003**	**158.6025**

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1582	0.0622	0.3815	1.6800e-003	0.1562	1.1800e-003	0.1574	0.0390	1.1000e-003	0.0401	0.0000	156.5782	156.5782	2.9400e-003	6.5500e-003	158.6025
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1582**	**0.0622**	**0.3815**	**1.6800e-003**	**0.1562**	**1.1800e-003**	**0.1574**	**0.0390**	**1.1000e-003**	**0.0401**	**0.0000**	**156.5782**	**156.5782**	**2.9400e-003**	**6.5500e-003**	**158.6025**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Demolition	Demolition	2/1/2024	1/30/2024	5	0	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 9.97

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition			0.00	0.00	10.80	7.30				

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction Off-Site

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

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

3.2 Demolition - 2024

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1582	0.0622	0.3815	1.6800e-003	0.1562	1.1800e-003	0.1574	0.0390	1.1000e-003	0.0401	0.0000	156.5782	156.5782	2.9400e-003	6.5500e-003	158.6025
Unmitigated	0.1582	0.0622	0.3815	1.6800e-003	0.1562	1.1800e-003	0.1574	0.0390	1.1000e-003	0.0401	0.0000	156.5782	156.5782	2.9400e-003	6.5500e-003	158.6025

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Discount Club	11,620.74	11,620.74	11620.74	458,526	458,526
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	11,620.74	11,620.74	11,620.74	458,526	458,526

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Discount Club	0.00	0.11	0.00	0.00	100.00	0.00	100	0	0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Discount Club	0.544106	0.035576	0.226153	0.122456	0.024357	0.006001	0.010946	0.022705	0.001738	0.001250	0.003526	0.000527	0.000659
Other Non-Asphalt Surfaces	0.544106	0.035576	0.226153	0.122456	0.024357	0.006001	0.010946	0.022705	0.001738	0.001250	0.003526	0.000527	0.000659

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

Parking Lot	0.544106	0.035576	0.226153	0.122456	0.024357	0.006001	0.010946	0.022705	0.001738	0.001250	0.003526	0.000527	0.000659

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

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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**

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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**

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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**

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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**

7.0 Water Detail

7.1 Mitigation Measures Water

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Operation – Westgate West Costco Warehouse (Net VMT Emissions) - Santa Clara County, Annual

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

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
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

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

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

Unmitigated Construction - Westgate West Costco Warehouse

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	96.16	1000sqft	2.21	96,155.00	0
Parking Lot	7.76	Acre	7.76	338,025.60	0
Discount Club	166.06	1000sqft	3.81	166,058.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	173.5	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Updated Emission Factor per RPS Requirement

Land Use - Project-specific values

Construction Phase - Project-specific information

Trips and VMT - Please see the report for discussion of the vendor trip number calculation

Demolition - Project-specific information

Grading - Project-specific information

Vehicle Trips - Construction emissions only

Consumer Products - Construction emissions only

Area Coating - Construction emissions only

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

Landscape Equipment - Construction emissions only

Energy Use - Construction emissions only

Water And Wastewater - Construction emissions only

Solid Waste - Construction emissions only

Construction Off-road Equipment Mitigation - BAAQMD recommends watering 2x per day for all exposed surfaces (Table 8-2 in BAAQMD CEQA Guidelines).

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	83029	0
tblAreaCoating	Area_Nonresidential_Interior	249087	0
tblAreaCoating	Area_Parking	26051	0
tblConstructionPhase	NumDays	20.00	211.00
tblConstructionPhase	NumDays	300.00	211.00
tblConstructionPhase	NumDays	20.00	315.00
tblConstructionPhase	NumDays	30.00	208.00
tblConstructionPhase	NumDays	20.00	105.00
tblConstructionPhase	NumDays	10.00	315.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConsumerProducts	ROG_EF	2.14E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	5.25	0.00
tblEnergyUse	LightingElect	0.35	0.00

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

tblEnergyUse	NT24E	2.68	0.00
tblEnergyUse	T24E	2.46	0.00
tblEnergyUse	T24NG	2.34	0.00
tblGrading	AcresOfGrading	624.00	519.00
tblGrading	AcresOfGrading	472.50	393.00
tblGrading	MaterialExported	0.00	12,850.00
tblGrading	MaterialExported	0.00	19,020.00
tblGrading	MaterialImported	0.00	19,020.00
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LandUseSquareFeet	96,160.00	96,155.00
tblLandUse	LandUseSquareFeet	166,060.00	166,058.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	173.5
tblSolidWaste	SolidWasteGenerationRate	714.17	0.00
tblTripsAndVMT	VendorTripNumber	98.00	102.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblWater	IndoorWaterUseRate	12,300,482.92	0.00
tblWater	OutdoorWaterUseRate	7,539,005.66	0.00

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.7202	7.2509	5.6390	0.0129	2.9684	0.3172	3.2856	1.4826	0.2932	1.7758	0.0000	1,146.2797	1,146.2797	0.2977	0.0246	1,161.0613
2025	1.6290	6.0812	6.7397	0.0167	1.7250	0.2330	1.9580	0.6324	0.2162	0.8486	0.0000	1,493.0535	1,493.0535	0.3160	0.0448	1,514.3171
Maximum	**1.6290**	**7.2509**	**6.7397**	**0.0167**	**2.9684**	**0.3172**	**3.2856**	**1.4826**	**0.2932**	**1.7758**	**0.0000**	**1,493.0535**	**1,493.0535**	**0.3160**	**0.0448**	**1,514.3171**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.7202	7.2509	5.6390	0.0129	1.3803	0.3172	1.6975	0.6792	0.2932	0.9724	0.0000	1,146.2785	1,146.2785	0.2977	0.0246	1,161.0602
2025	1.6290	6.0812	6.7397	0.0167	0.9693	0.2330	1.2024	0.3369	0.2162	0.5531	0.0000	1,493.0523	1,493.0523	0.3160	0.0448	1,514.3159
Maximum	**1.6290**	**7.2509**	**6.7397**	**0.0167**	**1.3803**	**0.3172**	**1.6975**	**0.6792**	**0.2932**	**0.9724**	**0.0000**	**1,493.0523**	**1,493.0523**	**0.3160**	**0.0448**	**1,514.3159**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.94**	**0.00**	**44.70**	**51.95**	**0.00**	**41.87**	**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	**2-1-2024**	**4-30-2024**	2.1429	2.1429
2	**5-1-2024**	**7-31-2024**	2.1867	2.1867
3	**8-1-2024**	**10-31-2024**	2.1886	2.1886
4	**11-1-2024**	**1-31-2025**	2.1394	2.1394
5	**2-1-2025**	**4-30-2025**	2.0232	2.0232
6	**5-1-2025**	**7-31-2025**	2.6852	2.6852
7	**8-1-2025**	**9-30-2025**	1.8662	1.8662
		Highest	2.6852	2.6852

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**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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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Demolition	Demolition	2/1/2024	2/1/2025	6	315	
2	Site Preparation	Site Preparation	2/1/2024	2/1/2025	6	315	
3	Grading	Grading	2/1/2025	10/1/2025	6	208	

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

4	Building Construction	Building Construction	3/1/2025	11/1/2025	6	211	
5	Architectural Coating	Architectural Coating	3/1/2025	11/1/2025	6	211	
6	Paving	Paving	6/1/2025	10/1/2025	6	105	

Acres of Grading (Site Preparation Phase): 393

Acres of Grading (Grading Phase): 519

Acres of Paving: 9.97

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 249,087; Non-Residential Outdoor: 83,029; Striped Parking Area: 26,051 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	130	0.42

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

Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	856.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	4,755.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,606.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	235.00	102.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	47.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0844	0.0000	0.0844	0.0128	0.0000	0.0128	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3220	2.9960	2.8280	5.5700e-003		0.1378	0.1378		0.1280	0.1280	0.0000	487.8433	487.8433	0.1365	0.0000	491.2556
Total	**0.3220**	**2.9960**	**2.8280**	**5.5700e-003**	**0.0844**	**0.1378**	**0.2222**	**0.0128**	**0.1280**	**0.1408**	**0.0000**	**487.8433**	**487.8433**	**0.1365**	**0.0000**	**491.2556**

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

3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.1000e-004	0.0531	0.0124	2.3000e-004	6.6200e-003	4.3000e-004	7.0500e-003	1.8200e-003	4.1000e-004	2.2300e-003	0.0000	22.9826	22.9826	7.9000e-004	3.6400e-003	24.0883
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0400e-003	3.3500e-003	0.0448	1.4000e-004	0.0171	8.0000e-005	0.0172	4.5400e-003	7.0000e-005	4.6100e-003	0.0000	12.5812	12.5812	3.4000e-004	3.4000e-004	12.6904
Total	**5.8500e-003**	**0.0564**	**0.0572**	**3.7000e-004**	**0.0237**	**5.1000e-004**	**0.0242**	**6.3600e-003**	**4.8000e-004**	**6.8400e-003**	**0.0000**	**35.5638**	**35.5638**	**1.1300e-003**	**3.9800e-003**	**36.7786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0380	0.0000	0.0380	5.7500e-003	0.0000	5.7500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3220	2.9960	2.8280	5.5700e-003		0.1378	0.1378		0.1280	0.1280	0.0000	487.8427	487.8427	0.1365	0.0000	491.2550
Total	**0.3220**	**2.9960**	**2.8280**	**5.5700e-003**	**0.0380**	**0.1378**	**0.1758**	**5.7500e-003**	**0.1280**	**0.1338**	**0.0000**	**487.8427**	**487.8427**	**0.1365**	**0.0000**	**491.2550**

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

3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.1000e-004	0.0531	0.0124	2.3000e-004	6.6200e-003	4.3000e-004	7.0500e-003	1.8200e-003	4.1000e-004	2.2300e-003	0.0000	22.9826	22.9826	7.9000e-004	3.6400e-003	24.0883
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0400e-003	3.3500e-003	0.0448	1.4000e-004	0.0171	8.0000e-005	0.0172	4.5400e-003	7.0000e-005	4.6100e-003	0.0000	12.5812	12.5812	3.4000e-004	3.4000e-004	12.6904
Total	**5.8500e-003**	**0.0564**	**0.0572**	**3.7000e-004**	**0.0237**	**5.1000e-004**	**0.0242**	**6.3600e-003**	**4.8000e-004**	**6.8400e-003**	**0.0000**	**35.5638**	**35.5638**	**1.1300e-003**	**3.9800e-003**	**36.7786**

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.2400e-003	0.0000	8.2400e-003	1.2500e-003	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0293	0.2688	0.2719	5.4000e-004		0.0119	0.0119		0.0111	0.0111	0.0000	47.5967	47.5967	0.0133	0.0000	47.9290
Total	**0.0293**	**0.2688**	**0.2719**	**5.4000e-004**	**8.2400e-003**	**0.0119**	**0.0202**	**1.2500e-003**	**0.0111**	**0.0123**	**0.0000**	**47.5967**	**47.5967**	**0.0133**	**0.0000**	**47.9290**

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

3.2 Demolition - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-005	5.1400e-003	1.2100e-003	2.0000e-005	6.5000e-004	4.0000e-005	6.9000e-004	1.8000e-004	4.0000e-005	2.2000e-004	0.0000	2.1990	2.1990	8.0000e-005	3.5000e-004	2.3048
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	2.9000e-004	4.1000e-003	1.0000e-005	1.6700e-003	1.0000e-005	1.6700e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.1868	1.1868	3.0000e-005	3.0000e-005	1.1968
Total	**5.4000e-004**	**5.4300e-003**	**5.3100e-003**	**3.0000e-005**	**2.3200e-003**	**5.0000e-005**	**2.3600e-003**	**6.2000e-004**	**5.0000e-005**	**6.7000e-004**	**0.0000**	**3.3858**	**3.3858**	**1.1000e-004**	**3.8000e-004**	**3.5016**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					3.7100e-003	0.0000	3.7100e-003	5.6000e-004	0.0000	5.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0293	0.2688	0.2719	5.4000e-004		0.0119	0.0119		0.0111	0.0111	0.0000	47.5967	47.5967	0.0133	0.0000	47.9289
Total	**0.0293**	**0.2688**	**0.2719**	**5.4000e-004**	**3.7100e-003**	**0.0119**	**0.0157**	**5.6000e-004**	**0.0111**	**0.0117**	**0.0000**	**47.5967**	**47.5967**	**0.0133**	**0.0000**	**47.9289**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.2 Demolition - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-005	5.1400e-003	1.2100e-003	2.0000e-005	6.5000e-004	4.0000e-005	6.9000e-004	1.8000e-004	4.0000e-005	2.2000e-004	0.0000	2.1990	2.1990	8.0000e-005	3.5000e-004	2.3048
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	2.9000e-004	4.1000e-003	1.0000e-005	1.6700e-003	1.0000e-005	1.6700e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.1868	1.1868	3.0000e-005	3.0000e-005	1.1968
Total	**5.4000e-004**	**5.4300e-003**	**5.3100e-003**	**3.0000e-005**	**2.3200e-003**	**5.0000e-005**	**2.3600e-003**	**6.2000e-004**	**5.0000e-005**	**6.7000e-004**	**0.0000**	**3.3858**	**3.3858**	**1.1000e-004**	**3.8000e-004**	**3.5016**

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.8031	0.0000	2.8031	1.4479	0.0000	1.4479	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3818	3.8998	2.6312	5.4600e-003		0.1764	0.1764		0.1623	0.1623	0.0000	480.1089	480.1089	0.1553	0.0000	483.9908
Total	**0.3818**	**3.8998**	**2.6312**	**5.4600e-003**	**2.8031**	**0.1764**	**2.9795**	**1.4479**	**0.1623**	**1.6102**	**0.0000**	**480.1089**	**480.1089**	**0.1553**	**0.0000**	**483.9908**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.5100e-003	0.2947	0.0688	1.2900e-003	0.0368	2.4100e-003	0.0392	0.0101	2.3000e-003	0.0124	0.0000	127.6662	127.6662	4.3800e-003	0.0202	133.8080
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0500e-003	4.0200e-003	0.0538	1.6000e-004	0.0205	1.0000e-004	0.0206	5.4500e-003	9.0000e-005	5.5400e-003	0.0000	15.0975	15.0975	4.1000e-004	4.1000e-004	15.2284
Total	**0.0106**	**0.2987**	**0.1226**	**1.4500e-003**	**0.0573**	**2.5100e-003**	**0.0598**	**0.0156**	**2.3900e-003**	**0.0180**	**0.0000**	**142.7637**	**142.7637**	**4.7900e-003**	**0.0207**	**149.0364**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2614	0.0000	1.2614	0.6516	0.0000	0.6516	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3818	3.8998	2.6312	5.4600e-003		0.1764	0.1764		0.1623	0.1623	0.0000	480.1083	480.1083	0.1553	0.0000	483.9902
Total	**0.3818**	**3.8998**	**2.6312**	**5.4600e-003**	**1.2614**	**0.1764**	**1.4378**	**0.6516**	**0.1623**	**0.8139**	**0.0000**	**480.1083**	**480.1083**	**0.1553**	**0.0000**	**483.9902**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.5100e-003	0.2947	0.0688	1.2900e-003	0.0368	2.4100e-003	0.0392	0.0101	2.3000e-003	0.0124	0.0000	127.6662	127.6662	4.3800e-003	0.0202	133.8080
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0500e-003	4.0200e-003	0.0538	1.6000e-004	0.0205	1.0000e-004	0.0206	5.4500e-003	9.0000e-005	5.5400e-003	0.0000	15.0975	15.0975	4.1000e-004	4.1000e-004	15.2284
Total	**0.0106**	**0.2987**	**0.1226**	**1.4500e-003**	**0.0573**	**2.5100e-003**	**0.0598**	**0.0156**	**2.3900e-003**	**0.0180**	**0.0000**	**142.7637**	**142.7637**	**4.7900e-003**	**0.0207**	**149.0364**

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4635	0.0000	0.4635	0.1619	0.0000	0.1619	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3533	0.2508	5.3000e-004		0.0152	0.0152		0.0140	0.0140	0.0000	46.8538	46.8538	0.0152	0.0000	47.2326
Total	**0.0346**	**0.3533**	**0.2508**	**5.3000e-004**	**0.4635**	**0.0152**	**0.4787**	**0.1619**	**0.0140**	**0.1759**	**0.0000**	**46.8538**	**46.8538**	**0.0152**	**0.0000**	**47.2326**

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

3.3 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.4000e-004	0.0286	6.7400e-003	1.2000e-004	3.5900e-003	2.3000e-004	3.8200e-003	9.9000e-004	2.2000e-004	1.2100e-003	0.0000	12.2153	12.2153	4.2000e-004	1.9400e-003	12.8031
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.5000e-004	4.9200e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4242	1.4242	4.0000e-005	4.0000e-005	1.4361
Total	**1.0000e-003**	**0.0289**	**0.0117**	**1.4000e-004**	**5.5900e-003**	**2.4000e-004**	**5.8300e-003**	**1.5200e-003**	**2.3000e-004**	**1.7500e-003**	**0.0000**	**13.6395**	**13.6395**	**4.6000e-004**	**1.9800e-003**	**14.2393**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2086	0.0000	0.2086	0.0728	0.0000	0.0728	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3533	0.2508	5.3000e-004		0.0152	0.0152		0.0140	0.0140	0.0000	46.8537	46.8537	0.0152	0.0000	47.2326
Total	**0.0346**	**0.3533**	**0.2508**	**5.3000e-004**	**0.2086**	**0.0152**	**0.2238**	**0.0728**	**0.0140**	**0.0868**	**0.0000**	**46.8537**	**46.8537**	**0.0152**	**0.0000**	**47.2326**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.3 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.4000e-004	0.0286	6.7400e-003	1.2000e-004	3.5900e-003	2.3000e-004	3.8200e-003	9.9000e-004	2.2000e-004	1.2100e-003	0.0000	12.2153	12.2153	4.2000e-004	1.9400e-003	12.8031
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.5000e-004	4.9200e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4242	1.4242	4.0000e-005	4.0000e-005	1.4361
Total	**1.0000e-003**	**0.0289**	**0.0117**	**1.4000e-004**	**5.5900e-003**	**2.4000e-004**	**5.8300e-003**	**1.5200e-003**	**2.3000e-004**	**1.7500e-003**	**0.0000**	**13.6395**	**13.6395**	**4.6000e-004**	**1.9800e-003**	**14.2393**

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.9022	0.0000	0.9022	0.3741	0.0000	0.3741	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3017	2.9061	2.7384	6.4500e-003		0.1176	0.1176		0.1082	0.1082	0.0000	566.8646	566.8646	0.1833	0.0000	571.4480
Total	**0.3017**	**2.9061**	**2.7384**	**6.4500e-003**	**0.9022**	**0.1176**	**1.0198**	**0.3741**	**0.1082**	**0.4823**	**0.0000**	**566.8646**	**566.8646**	**0.1833**	**0.0000**	**571.4480**

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

3.4 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6600e-003	0.1086	0.0256	4.7000e-004	0.0136	8.9000e-004	0.0145	3.7500e-003	8.5000e-004	4.6000e-003	0.0000	46.4144	46.4144	1.6100e-003	7.3600e-003	48.6479
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5900e-003	2.9200e-003	0.0406	1.3000e-004	0.0165	7.0000e-005	0.0166	4.3900e-003	7.0000e-005	4.4600e-003	0.0000	11.7552	11.7552	3.0000e-004	3.1000e-004	11.8539
Total	**6.2500e-003**	**0.1115**	**0.0663**	**6.0000e-004**	**0.0301**	**9.6000e-004**	**0.0311**	**8.1400e-003**	**9.2000e-004**	**9.0600e-003**	**0.0000**	**58.1696**	**58.1696**	**1.9100e-003**	**7.6700e-003**	**60.5018**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.4060	0.0000	0.4060	0.1683	0.0000	0.1683	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3017	2.9061	2.7384	6.4500e-003		0.1176	0.1176		0.1082	0.1082	0.0000	566.8639	566.8639	0.1833	0.0000	571.4473
Total	**0.3017**	**2.9061**	**2.7384**	**6.4500e-003**	**0.4060**	**0.1176**	**0.5236**	**0.1683**	**0.1082**	**0.2765**	**0.0000**	**566.8639**	**566.8639**	**0.1833**	**0.0000**	**571.4473**

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

3.4 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6600e-003	0.1086	0.0256	4.7000e-004	0.0136	8.9000e-004	0.0145	3.7500e-003	8.5000e-004	4.6000e-003	0.0000	46.4144	46.4144	1.6100e-003	7.3600e-003	48.6479
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5900e-003	2.9200e-003	0.0406	1.3000e-004	0.0165	7.0000e-005	0.0166	4.3900e-003	7.0000e-005	4.4600e-003	0.0000	11.7552	11.7552	3.0000e-004	3.1000e-004	11.8539
Total	**6.2500e-003**	**0.1115**	**0.0663**	**6.0000e-004**	**0.0301**	**9.6000e-004**	**0.0311**	**8.1400e-003**	**9.2000e-004**	**9.0600e-003**	**0.0000**	**58.1696**	**58.1696**	**1.9100e-003**	**7.6700e-003**	**60.5018**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1443	1.3156	1.6969	2.8400e-003		0.0557	0.0557		0.0524	0.0524	0.0000	244.6750	244.6750	0.0575	0.0000	246.1129
Total	**0.1443**	**1.3156**	**1.6969**	**2.8400e-003**		**0.0557**	**0.0557**		**0.0524**	**0.0524**	**0.0000**	**244.6750**	**244.6750**	**0.0575**	**0.0000**	**246.1129**

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

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0112	0.4775	0.1459	2.1300e-003	0.0708	2.8400e-003	0.0737	0.0205	2.7200e-003	0.0232	0.0000	207.2412	207.2412	4.4000e-003	0.0303	216.3891
Worker	0.0547	0.0348	0.4842	1.5300e-003	0.1966	8.8000e-004	0.1975	0.0523	8.1000e-004	0.0531	0.0000	140.1156	140.1156	3.5700e-003	3.6500e-003	141.2921
Total	**0.0659**	**0.5123**	**0.6301**	**3.6600e-003**	**0.2675**	**3.7200e-003**	**0.2712**	**0.0728**	**3.5300e-003**	**0.0763**	**0.0000**	**347.3569**	**347.3569**	**7.9700e-003**	**0.0340**	**357.6811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1443	1.3156	1.6969	2.8400e-003		0.0557	0.0557		0.0524	0.0524	0.0000	244.6747	244.6747	0.0575	0.0000	246.1126
Total	**0.1443**	**1.3156**	**1.6969**	**2.8400e-003**		**0.0557**	**0.0557**		**0.0524**	**0.0524**	**0.0000**	**244.6747**	**244.6747**	**0.0575**	**0.0000**	**246.1126**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0112	0.4775	0.1459	2.1300e-003	0.0708	2.8400e-003	0.0737	0.0205	2.7200e-003	0.0232	0.0000	207.2412	207.2412	4.4000e-003	0.0303	216.3891
Worker	0.0547	0.0348	0.4842	1.5300e-003	0.1966	8.8000e-004	0.1975	0.0523	8.1000e-004	0.0531	0.0000	140.1156	140.1156	3.5700e-003	3.6500e-003	141.2921
Total	**0.0659**	**0.5123**	**0.6301**	**3.6600e-003**	**0.2675**	**3.7200e-003**	**0.2712**	**0.0728**	**3.5300e-003**	**0.0763**	**0.0000**	**347.3569**	**347.3569**	**7.9700e-003**	**0.0340**	**357.6811**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9565					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0180	0.1209	0.1909	3.1000e-004		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	26.9368	26.9368	1.4700e-003	0.0000	26.9736
Total	**0.9745**	**0.1209**	**0.1909**	**3.1000e-004**		**5.4300e-003**	**5.4300e-003**		**5.4300e-003**	**5.4300e-003**	**0.0000**	**26.9368**	**26.9368**	**1.4700e-003**	**0.0000**	**26.9736**

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

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0109	6.9600e-003	0.0968	3.1000e-004	0.0393	1.8000e-004	0.0395	0.0105	1.6000e-004	0.0106	0.0000	28.0231	28.0231	7.1000e-004	7.3000e-004	28.2584
Total	**0.0109**	**6.9600e-003**	**0.0968**	**3.1000e-004**	**0.0393**	**1.8000e-004**	**0.0395**	**0.0105**	**1.6000e-004**	**0.0106**	**0.0000**	**28.0231**	**28.0231**	**7.1000e-004**	**7.3000e-004**	**28.2584**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9565					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0180	0.1209	0.1909	3.1000e-004		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	26.9368	26.9368	1.4700e-003	0.0000	26.9735
Total	**0.9745**	**0.1209**	**0.1909**	**3.1000e-004**		**5.4300e-003**	**5.4300e-003**		**5.4300e-003**	**5.4300e-003**	**0.0000**	**26.9368**	**26.9368**	**1.4700e-003**	**0.0000**	**26.9735**

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0109	6.9600e-003	0.0968	3.1000e-004	0.0393	1.8000e-004	0.0395	0.0105	1.6000e-004	0.0106	0.0000	28.0231	28.0231	7.1000e-004	7.3000e-004	28.2584
Total	**0.0109**	**6.9600e-003**	**0.0968**	**3.1000e-004**	**0.0393**	**1.8000e-004**	**0.0395**	**0.0105**	**1.6000e-004**	**0.0106**	**0.0000**	**28.0231**	**28.0231**	**7.1000e-004**	**7.3000e-004**	**28.2584**

3.7 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0481	0.4505	0.7653	1.2000e-003		0.0220	0.0220		0.0202	0.0202	0.0000	105.1011	105.1011	0.0340	0.0000	105.9509
Paving	0.0102					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0582**	**0.4505**	**0.7653**	**1.2000e-003**		**0.0220**	**0.0220**		**0.0202**	**0.0202**	**0.0000**	**105.1011**	**105.1011**	**0.0340**	**0.0000**	**105.9509**

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

3.7 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7400e-003	1.1000e-003	0.0154	5.0000e-005	6.2500e-003	3.0000e-005	6.2700e-003	1.6600e-003	3.0000e-005	1.6900e-003	0.0000	4.4506	4.4506	1.1000e-004	1.2000e-004	4.4880
Total	**1.7400e-003**	**1.1000e-003**	**0.0154**	**5.0000e-005**	**6.2500e-003**	**3.0000e-005**	**6.2700e-003**	**1.6600e-003**	**3.0000e-005**	**1.6900e-003**	**0.0000**	**4.4506**	**4.4506**	**1.1000e-004**	**1.2000e-004**	**4.4880**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0481	0.4505	0.7653	1.2000e-003		0.0220	0.0220		0.0202	0.0202	0.0000	105.1010	105.1010	0.0340	0.0000	105.9508
Paving	0.0102					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0582**	**0.4505**	**0.7653**	**1.2000e-003**		**0.0220**	**0.0220**		**0.0202**	**0.0202**	**0.0000**	**105.1010**	**105.1010**	**0.0340**	**0.0000**	**105.9508**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.7 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7400e-003	1.1000e-003	0.0154	5.0000e-005	6.2500e-003	3.0000e-005	6.2700e-003	1.6600e-003	3.0000e-005	1.6900e-003	0.0000	4.4506	4.4506	1.1000e-004	1.2000e-004	4.4880
Total	**1.7400e-003**	**1.1000e-003**	**0.0154**	**5.0000e-005**	**6.2500e-003**	**3.0000e-005**	**6.2700e-003**	**1.6600e-003**	**3.0000e-005**	**1.6900e-003**	**0.0000**	**4.4506**	**4.4506**	**1.1000e-004**	**1.2000e-004**	**4.4880**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Discount Club	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Discount Club	9.50	7.30	7.30	16.70	64.30	19.00	45	40	15
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Discount Club	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Non-Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

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

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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**

Unmitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
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

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

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

11.0 Vegetation

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

Mitigated Construction - Westgate West Costco Warehouse

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	96.16	1000sqft	2.21	96,155.00	0
Parking Lot	7.76	Acre	7.76	338,025.60	0
Discount Club	166.06	1000sqft	3.81	166,058.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	173.5	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Updated Emission Factor per RPS Requirement

Land Use - Project-specific values

Construction Phase - Project-specific information

Trips and VMT - Please see the report for discussion of the vendor trip number calculation

Demolition - Project-specific information

Grading - Project-specific information

Vehicle Trips - Construction emissions only

Consumer Products - Construction emissions only

Area Coating - Construction emissions only

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

Landscape Equipment - Construction emissions only

Energy Use - Construction emissions only

Water And Wastewater - Construction emissions only

Solid Waste - Construction emissions only

Construction Off-road Equipment Mitigation - BAAQMD recommends watering 2x per day for all exposed surfaces (Table 8-2 in BAAQMD CEQA Guidelines).
All construction equipment >50 hp mitigated to Tier 3 + Level 3 DPF.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	83029	0
tblAreaCoating	Area_Nonresidential_Interior	249087	0
tblAreaCoating	Area_Parking	26051	0
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00

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

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	315.00
tblConstructionPhase	NumDays	10.00	315.00
tblConstructionPhase	NumDays	30.00	208.00
tblConstructionPhase	NumDays	300.00	211.00
tblConstructionPhase	NumDays	20.00	211.00
tblConstructionPhase	NumDays	20.00	105.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConsumerProducts	ROG_EF	2.14E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	5.25	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	2.68	0.00
tblEnergyUse	T24E	2.46	0.00
tblEnergyUse	T24NG	2.34	0.00
tblGrading	AcresOfGrading	624.00	519.00
tblGrading	AcresOfGrading	472.50	393.00
tblGrading	MaterialExported	0.00	12,850.00
tblGrading	MaterialExported	0.00	19,020.00
tblGrading	MaterialImported	0.00	19,020.00
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LandUseSquareFeet	96,160.00	96,155.00
tblLandUse	LandUseSquareFeet	166,060.00	166,058.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	173.5
tblSolidWaste	SolidWasteGenerationRate	714.17	0.00
tblTripsAndVMT	VendorTripNumber	98.00	102.00
tblVehicleTrips	ST_TR	53.75	0.00
tblVehicleTrips	SU_TR	33.67	0.00
tblVehicleTrips	WD_TR	41.80	0.00
tblWater	IndoorWaterUseRate	12,300,482.92	0.00
tblWater	OutdoorWaterUseRate	7,539,005.66	0.00

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

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.7202	7.2509	5.6390	0.0129	2.9684	0.3172	3.2856	1.4826	0.2932	1.7758	0.0000	1,146.2797	1,146.2797	0.2977	0.0246	1,161.0613
2025	1.6290	6.0812	6.7397	0.0167	1.7250	0.2330	1.9580	0.6324	0.2162	0.8486	0.0000	1,493.0535	1,493.0535	0.3160	0.0448	1,514.3171
Maximum	**1.6290**	**7.2509**	**6.7397**	**0.0167**	**2.9684**	**0.3172**	**3.2856**	**1.4826**	**0.2932**	**1.7758**	**0.0000**	**1,493.0535**	**1,493.0535**	**0.3160**	**0.0448**	**1,514.3171**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.2827	5.7189	7.0153	0.0129	1.3803	0.0420	1.4223	0.6792	0.0418	0.7210	0.0000	1,146.2785	1,146.2785	0.2977	0.0246	1,161.0602
2025	1.3562	6.5075	8.3149	0.0167	0.9693	0.0526	1.0219	0.3369	0.0523	0.3892	0.0000	1,493.0523	1,493.0523	0.3160	0.0448	1,514.3159
Maximum	**1.3562**	**6.5075**	**8.3149**	**0.0167**	**1.3803**	**0.0526**	**1.4223**	**0.6792**	**0.0523**	**0.7210**	**0.0000**	**1,493.0523**	**1,493.0523**	**0.3160**	**0.0448**	**1,514.3159**

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	30.23	8.29	-23.84	0.00	49.94	82.82	53.39	51.95	81.53	57.70	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	2-1-2024	4-30-2024	2.1429	1.6135
2	5-1-2024	7-31-2024	2.1867	1.6456
3	8-1-2024	10-31-2024	2.1886	1.6475
4	11-1-2024	1-31-2025	2.1394	1.6509
5	2-1-2025	4-30-2025	2.0232	2.0683
6	5-1-2025	7-31-2025	2.6852	2.8094
7	8-1-2025	9-30-2025	1.8662	1.9694
		Highest	2.6852	2.8094

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**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 - Westgate West Costco Warehouse - Santa Clara County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Demolition	Demolition	2/1/2024	2/1/2025	6	315	
2	Site Preparation	Site Preparation	2/1/2024	2/1/2025	6	315	
3	Grading	Grading	2/1/2025	10/1/2025	6	208	

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

4	Building Construction	Building Construction	3/1/2025	11/1/2025	6	211	
5	Architectural Coating	Architectural Coating	3/1/2025	11/1/2025	6	211	
6	Paving	Paving	6/1/2025	10/1/2025	6	105	

Acres of Grading (Site Preparation Phase): 393

Acres of Grading (Grading Phase): 519

Acres of Paving: 9.97

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 249,087; Non-Residential Outdoor: 83,029; Striped Parking Area: 26,051 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	130	0.42

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Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	856.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	4,755.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,606.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	235.00	102.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	47.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

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

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0844	0.0000	0.0844	0.0128	0.0000	0.0128	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3220	2.9960	2.8280	5.5700e-003		0.1378	0.1378		0.1280	0.1280	0.0000	487.8433	487.8433	0.1365	0.0000	491.2556
Total	**0.3220**	**2.9960**	**2.8280**	**5.5700e-003**	**0.0844**	**0.1378**	**0.2222**	**0.0128**	**0.1280**	**0.1408**	**0.0000**	**487.8433**	**487.8433**	**0.1365**	**0.0000**	**491.2556**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.1000e-004	0.0531	0.0124	2.3000e-004	6.6200e-003	4.3000e-004	7.0500e-003	1.8200e-003	4.1000e-004	2.2300e-003	0.0000	22.9826	22.9826	7.9000e-004	3.6400e-003	24.0883
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0400e-003	3.3500e-003	0.0448	1.4000e-004	0.0171	8.0000e-005	0.0172	4.5400e-003	7.0000e-005	4.6100e-003	0.0000	12.5812	12.5812	3.4000e-004	3.4000e-004	12.6904
Total	**5.8500e-003**	**0.0564**	**0.0572**	**3.7000e-004**	**0.0237**	**5.1000e-004**	**0.0242**	**6.3600e-003**	**4.8000e-004**	**6.8400e-003**	**0.0000**	**35.5638**	**35.5638**	**1.1300e-003**	**3.9800e-003**	**36.7786**

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

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0380	0.0000	0.0380	5.7500e-003	0.0000	5.7500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1327	2.6279	3.5407	5.5700e-003		0.0186	0.0186		0.0186	0.0186	0.0000	487.8427	487.8427	0.1365	0.0000	491.2550
Total	**0.1327**	**2.6279**	**3.5407**	**5.5700e-003**	**0.0380**	**0.0186**	**0.0566**	**5.7500e-003**	**0.0186**	**0.0243**	**0.0000**	**487.8427**	**487.8427**	**0.1365**	**0.0000**	**491.2550**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.1000e-004	0.0531	0.0124	2.3000e-004	6.6200e-003	4.3000e-004	7.0500e-003	1.8200e-003	4.1000e-004	2.2300e-003	0.0000	22.9826	22.9826	7.9000e-004	3.6400e-003	24.0883
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0400e-003	3.3500e-003	0.0448	1.4000e-004	0.0171	8.0000e-005	0.0172	4.5400e-003	7.0000e-005	4.6100e-003	0.0000	12.5812	12.5812	3.4000e-004	3.4000e-004	12.6904
Total	**5.8500e-003**	**0.0564**	**0.0572**	**3.7000e-004**	**0.0237**	**5.1000e-004**	**0.0242**	**6.3600e-003**	**4.8000e-004**	**6.8400e-003**	**0.0000**	**35.5638**	**35.5638**	**1.1300e-003**	**3.9800e-003**	**36.7786**

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

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.2400e-003	0.0000	8.2400e-003	1.2500e-003	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0293	0.2688	0.2719	5.4000e-004		0.0119	0.0119		0.0111	0.0111	0.0000	47.5967	47.5967	0.0133	0.0000	47.9290
Total	**0.0293**	**0.2688**	**0.2719**	**5.4000e-004**	**8.2400e-003**	**0.0119**	**0.0202**	**1.2500e-003**	**0.0111**	**0.0123**	**0.0000**	**47.5967**	**47.5967**	**0.0133**	**0.0000**	**47.9290**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-005	5.1400e-003	1.2100e-003	2.0000e-005	6.5000e-004	4.0000e-005	6.9000e-004	1.8000e-004	4.0000e-005	2.2000e-004	0.0000	2.1990	2.1990	8.0000e-005	3.5000e-004	2.3048
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	2.9000e-004	4.1000e-003	1.0000e-005	1.6700e-003	1.0000e-005	1.6700e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.1868	1.1868	3.0000e-005	3.0000e-005	1.1968
Total	**5.4000e-004**	**5.4300e-003**	**5.3100e-003**	**3.0000e-005**	**2.3200e-003**	**5.0000e-005**	**2.3600e-003**	**6.2000e-004**	**5.0000e-005**	**6.7000e-004**	**0.0000**	**3.3858**	**3.3858**	**1.1000e-004**	**3.8000e-004**	**3.5016**

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.2 Demolition - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.7100e-003	0.0000	3.7100e-003	5.6000e-004	0.0000	5.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0129	0.2564	0.3454	5.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	47.5967	47.5967	0.0133	0.0000	47.9289
Total	**0.0129**	**0.2564**	**0.3454**	**5.4000e-004**	**3.7100e-003**	**1.8100e-003**	**5.5200e-003**	**5.6000e-004**	**1.8100e-003**	**2.3700e-003**	**0.0000**	**47.5967**	**47.5967**	**0.0133**	**0.0000**	**47.9289**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-005	5.1400e-003	1.2100e-003	2.0000e-005	6.5000e-004	4.0000e-005	6.9000e-004	1.8000e-004	4.0000e-005	2.2000e-004	0.0000	2.1990	2.1990	8.0000e-005	3.5000e-004	2.3048
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	2.9000e-004	4.1000e-003	1.0000e-005	1.6700e-003	1.0000e-005	1.6700e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.1868	1.1868	3.0000e-005	3.0000e-005	1.1968
Total	**5.4000e-004**	**5.4300e-003**	**5.3100e-003**	**3.0000e-005**	**2.3200e-003**	**5.0000e-005**	**2.3600e-003**	**6.2000e-004**	**5.0000e-005**	**6.7000e-004**	**0.0000**	**3.3858**	**3.3858**	**1.1000e-004**	**3.8000e-004**	**3.5016**

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

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.8031	0.0000	2.8031	1.4479	0.0000	1.4479	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3818	3.8998	2.6312	5.4600e-003		0.1764	0.1764		0.1623	0.1623	0.0000	480.1089	480.1089	0.1553	0.0000	483.9908
Total	**0.3818**	**3.8998**	**2.6312**	**5.4600e-003**	**2.8031**	**0.1764**	**2.9795**	**1.4479**	**0.1623**	**1.6102**	**0.0000**	**480.1089**	**480.1089**	**0.1553**	**0.0000**	**483.9908**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.5100e-003	0.2947	0.0688	1.2900e-003	0.0368	2.4100e-003	0.0392	0.0101	2.3000e-003	0.0124	0.0000	127.6662	127.6662	4.3800e-003	0.0202	133.8080
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0500e-003	4.0200e-003	0.0538	1.6000e-004	0.0205	1.0000e-004	0.0206	5.4500e-003	9.0000e-005	5.5400e-003	0.0000	15.0975	15.0975	4.1000e-004	4.1000e-004	15.2284
Total	**0.0106**	**0.2987**	**0.1226**	**1.4500e-003**	**0.0573**	**2.5100e-003**	**0.0598**	**0.0156**	**2.3900e-003**	**0.0180**	**0.0000**	**142.7637**	**142.7637**	**4.7900e-003**	**0.0207**	**149.0364**

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

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2614	0.0000	1.2614	0.6516	0.0000	0.6516	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1336	2.7359	3.2948	5.4600e-003		0.0204	0.0204		0.0204	0.0204	0.0000	480.1083	480.1083	0.1553	0.0000	483.9902
Total	**0.1336**	**2.7359**	**3.2948**	**5.4600e-003**	**1.2614**	**0.0204**	**1.2817**	**0.6516**	**0.0204**	**0.6719**	**0.0000**	**480.1083**	**480.1083**	**0.1553**	**0.0000**	**483.9902**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.5100e-003	0.2947	0.0688	1.2900e-003	0.0368	2.4100e-003	0.0392	0.0101	2.3000e-003	0.0124	0.0000	127.6662	127.6662	4.3800e-003	0.0202	133.8080
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0500e-003	4.0200e-003	0.0538	1.6000e-004	0.0205	1.0000e-004	0.0206	5.4500e-003	9.0000e-005	5.5400e-003	0.0000	15.0975	15.0975	4.1000e-004	4.1000e-004	15.2284
Total	**0.0106**	**0.2987**	**0.1226**	**1.4500e-003**	**0.0573**	**2.5100e-003**	**0.0598**	**0.0156**	**2.3900e-003**	**0.0180**	**0.0000**	**142.7637**	**142.7637**	**4.7900e-003**	**0.0207**	**149.0364**

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4635	0.0000	0.4635	0.1619	0.0000	0.1619	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3533	0.2508	5.3000e-004		0.0152	0.0152		0.0140	0.0140	0.0000	46.8538	46.8538	0.0152	0.0000	47.2326
Total	**0.0346**	**0.3533**	**0.2508**	**5.3000e-004**	**0.4635**	**0.0152**	**0.4787**	**0.1619**	**0.0140**	**0.1759**	**0.0000**	**46.8538**	**46.8538**	**0.0152**	**0.0000**	**47.2326**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.4000e-004	0.0286	6.7400e-003	1.2000e-004	3.5900e-003	2.3000e-004	3.8200e-003	9.9000e-004	2.2000e-004	1.2100e-003	0.0000	12.2153	12.2153	4.2000e-004	1.9400e-003	12.8031
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.5000e-004	4.9200e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4242	1.4242	4.0000e-005	4.0000e-005	1.4361
Total	**1.0000e-003**	**0.0289**	**0.0117**	**1.4000e-004**	**5.5900e-003**	**2.4000e-004**	**5.8300e-003**	**1.5200e-003**	**2.3000e-004**	**1.7500e-003**	**0.0000**	**13.6395**	**13.6395**	**4.6000e-004**	**1.9800e-003**	**14.2393**

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.3 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2086	0.0000	0.2086	0.0728	0.0000	0.0728	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0130	0.2669	0.3214	5.3000e-004		1.9900e-003	1.9900e-003		1.9900e-003	1.9900e-003	0.0000	46.8537	46.8537	0.0152	0.0000	47.2326
Total	**0.0130**	**0.2669**	**0.3214**	**5.3000e-004**	**0.2086**	**1.9900e-003**	**0.2106**	**0.0728**	**1.9900e-003**	**0.0748**	**0.0000**	**46.8537**	**46.8537**	**0.0152**	**0.0000**	**47.2326**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.4000e-004	0.0286	6.7400e-003	1.2000e-004	3.5900e-003	2.3000e-004	3.8200e-003	9.9000e-004	2.2000e-004	1.2100e-003	0.0000	12.2153	12.2153	4.2000e-004	1.9400e-003	12.8031
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.5000e-004	4.9200e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4242	1.4242	4.0000e-005	4.0000e-005	1.4361
Total	**1.0000e-003**	**0.0289**	**0.0117**	**1.4000e-004**	**5.5900e-003**	**2.4000e-004**	**5.8300e-003**	**1.5200e-003**	**2.3000e-004**	**1.7500e-003**	**0.0000**	**13.6395**	**13.6395**	**4.6000e-004**	**1.9800e-003**	**14.2393**

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.9022	0.0000	0.9022	0.3741	0.0000	0.3741	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3017	2.9061	2.7384	6.4500e-003		0.1176	0.1176		0.1082	0.1082	0.0000	566.8646	566.8646	0.1833	0.0000	571.4480
Total	**0.3017**	**2.9061**	**2.7384**	**6.4500e-003**	**0.9022**	**0.1176**	**1.0198**	**0.3741**	**0.1082**	**0.4823**	**0.0000**	**566.8646**	**566.8646**	**0.1833**	**0.0000**	**571.4480**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6600e-003	0.1086	0.0256	4.7000e-004	0.0136	8.9000e-004	0.0145	3.7500e-003	8.5000e-004	4.6000e-003	0.0000	46.4144	46.4144	1.6100e-003	7.3600e-003	48.6479
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5900e-003	2.9200e-003	0.0406	1.3000e-004	0.0165	7.0000e-005	0.0166	4.3900e-003	7.0000e-005	4.4600e-003	0.0000	11.7552	11.7552	3.0000e-004	3.1000e-004	11.8539
Total	**6.2500e-003**	**0.1115**	**0.0663**	**6.0000e-004**	**0.0301**	**9.6000e-004**	**0.0311**	**8.1400e-003**	**9.2000e-004**	**9.0600e-003**	**0.0000**	**58.1696**	**58.1696**	**1.9100e-003**	**7.6700e-003**	**60.5018**

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4060	0.0000	0.4060	0.1683	0.0000	0.1683	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1584	3.1177	3.8192	6.4500e-003		0.0203	0.0203		0.0203	0.0203	0.0000	566.8639	566.8639	0.1833	0.0000	571.4473
Total	**0.1584**	**3.1177**	**3.8192**	**6.4500e-003**	**0.4060**	**0.0203**	**0.4263**	**0.1683**	**0.0203**	**0.1886**	**0.0000**	**566.8639**	**566.8639**	**0.1833**	**0.0000**	**571.4473**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6600e-003	0.1086	0.0256	4.7000e-004	0.0136	8.9000e-004	0.0145	3.7500e-003	8.5000e-004	4.6000e-003	0.0000	46.4144	46.4144	1.6100e-003	7.3600e-003	48.6479
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5900e-003	2.9200e-003	0.0406	1.3000e-004	0.0165	7.0000e-005	0.0166	4.3900e-003	7.0000e-005	4.4600e-003	0.0000	11.7552	11.7552	3.0000e-004	3.1000e-004	11.8539
Total	**6.2500e-003**	**0.1115**	**0.0663**	**6.0000e-004**	**0.0301**	**9.6000e-004**	**0.0311**	**8.1400e-003**	**9.2000e-004**	**9.0600e-003**	**0.0000**	**58.1696**	**58.1696**	**1.9100e-003**	**7.6700e-003**	**60.5018**

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

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1443	1.3156	1.6969	2.8400e-003		0.0557	0.0557		0.0524	0.0524	0.0000	244.6750	244.6750	0.0575	0.0000	246.1129
Total	**0.1443**	**1.3156**	**1.6969**	**2.8400e-003**		**0.0557**	**0.0557**		**0.0524**	**0.0524**	**0.0000**	**244.6750**	**244.6750**	**0.0575**	**0.0000**	**246.1129**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0112	0.4775	0.1459	2.1300e-003	0.0708	2.8400e-003	0.0737	0.0205	2.7200e-003	0.0232	0.0000	207.2412	207.2412	4.4000e-003	0.0303	216.3891
Worker	0.0547	0.0348	0.4842	1.5300e-003	0.1966	8.8000e-004	0.1975	0.0523	8.1000e-004	0.0531	0.0000	140.1156	140.1156	3.5700e-003	3.6500e-003	141.2921
Total	**0.0659**	**0.5123**	**0.6301**	**3.6600e-003**	**0.2675**	**3.7200e-003**	**0.2712**	**0.0728**	**3.5300e-003**	**0.0763**	**0.0000**	**347.3569**	**347.3569**	**7.9700e-003**	**0.0340**	**357.6811**

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

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0831	1.4641	1.9020	2.8400e-003		0.0170	0.0170		0.0170	0.0170	0.0000	244.6747	244.6747	0.0575	0.0000	246.1126
Total	**0.0831**	**1.4641**	**1.9020**	**2.8400e-003**		**0.0170**	**0.0170**		**0.0170**	**0.0170**	**0.0000**	**244.6747**	**244.6747**	**0.0575**	**0.0000**	**246.1126**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0112	0.4775	0.1459	2.1300e-003	0.0708	2.8400e-003	0.0737	0.0205	2.7200e-003	0.0232	0.0000	207.2412	207.2412	4.4000e-003	0.0303	216.3891
Worker	0.0547	0.0348	0.4842	1.5300e-003	0.1966	8.8000e-004	0.1975	0.0523	8.1000e-004	0.0531	0.0000	140.1156	140.1156	3.5700e-003	3.6500e-003	141.2921
Total	**0.0659**	**0.5123**	**0.6301**	**3.6600e-003**	**0.2675**	**3.7200e-003**	**0.2712**	**0.0728**	**3.5300e-003**	**0.0763**	**0.0000**	**347.3569**	**347.3569**	**7.9700e-003**	**0.0340**	**357.6811**

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

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9565					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0180	0.1209	0.1909	3.1000e-004		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	26.9368	26.9368	1.4700e-003	0.0000	26.9736
Total	**0.9745**	**0.1209**	**0.1909**	**3.1000e-004**		**5.4300e-003**	**5.4300e-003**		**5.4300e-003**	**5.4300e-003**	**0.0000**	**26.9368**	**26.9368**	**1.4700e-003**	**0.0000**	**26.9736**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0109	6.9600e-003	0.0968	3.1000e-004	0.0393	1.8000e-004	0.0395	0.0105	1.6000e-004	0.0106	0.0000	28.0231	28.0231	7.1000e-004	7.3000e-004	28.2584
Total	**0.0109**	**6.9600e-003**	**0.0968**	**3.1000e-004**	**0.0393**	**1.8000e-004**	**0.0395**	**0.0105**	**1.6000e-004**	**0.0106**	**0.0000**	**28.0231**	**28.0231**	**7.1000e-004**	**7.3000e-004**	**28.2584**

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

3.6 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9565					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.2700e-003	0.1432	0.1933	3.1000e-004		1.5000e-003	1.5000e-003		1.5000e-003	1.5000e-003	0.0000	26.9368	26.9368	1.4700e-003	0.0000	26.9735
Total	**0.9627**	**0.1432**	**0.1933**	**3.1000e-004**		**1.5000e-003**	**1.5000e-003**		**1.5000e-003**	**1.5000e-003**	**0.0000**	**26.9368**	**26.9368**	**1.4700e-003**	**0.0000**	**26.9735**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0109	6.9600e-003	0.0968	3.1000e-004	0.0393	1.8000e-004	0.0395	0.0105	1.6000e-004	0.0106	0.0000	28.0231	28.0231	7.1000e-004	7.3000e-004	28.2584
Total	**0.0109**	**6.9600e-003**	**0.0968**	**3.1000e-004**	**0.0393**	**1.8000e-004**	**0.0395**	**0.0105**	**1.6000e-004**	**0.0106**	**0.0000**	**28.0231**	**28.0231**	**7.1000e-004**	**7.3000e-004**	**28.2584**

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

3.7 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0481	0.4505	0.7653	1.2000e-003		0.0220	0.0220		0.0202	0.0202	0.0000	105.1011	105.1011	0.0340	0.0000	105.9509
Paving	0.0102					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0582**	**0.4505**	**0.7653**	**1.2000e-003**		**0.0220**	**0.0220**		**0.0202**	**0.0202**	**0.0000**	**105.1011**	**105.1011**	**0.0340**	**0.0000**	**105.9509**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7400e-003	1.1000e-003	0.0154	5.0000e-005	6.2500e-003	3.0000e-005	6.2700e-003	1.6600e-003	3.0000e-005	1.6900e-003	0.0000	4.4506	4.4506	1.1000e-004	1.2000e-004	4.4880
Total	**1.7400e-003**	**1.1000e-003**	**0.0154**	**5.0000e-005**	**6.2500e-003**	**3.0000e-005**	**6.2700e-003**	**1.6600e-003**	**3.0000e-005**	**1.6900e-003**	**0.0000**	**4.4506**	**4.4506**	**1.1000e-004**	**1.2000e-004**	**4.4880**

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

3.7 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0295	0.5930	0.9080	1.2000e-003		4.8000e-003	4.8000e-003		4.8000e-003	4.8000e-003	0.0000	105.1010	105.1010	0.0340	0.0000	105.9508
Paving	0.0102					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0396**	**0.5930**	**0.9080**	**1.2000e-003**		**4.8000e-003**	**4.8000e-003**		**4.8000e-003**	**4.8000e-003**	**0.0000**	**105.1010**	**105.1010**	**0.0340**	**0.0000**	**105.9508**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7400e-003	1.1000e-003	0.0154	5.0000e-005	6.2500e-003	3.0000e-005	6.2700e-003	1.6600e-003	3.0000e-005	1.6900e-003	0.0000	4.4506	4.4506	1.1000e-004	1.2000e-004	4.4880
Total	**1.7400e-003**	**1.1000e-003**	**0.0154**	**5.0000e-005**	**6.2500e-003**	**3.0000e-005**	**6.2700e-003**	**1.6600e-003**	**3.0000e-005**	**1.6900e-003**	**0.0000**	**4.4506**	**4.4506**	**1.1000e-004**	**1.2000e-004**	**4.4880**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Discount Club	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Discount Club	9.50	7.30	7.30	16.70	64.30	19.00	45	40	15
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Discount Club	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Non-Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

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

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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**

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Discount Club	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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**

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction - Westgate West Costco Warehouse - Santa Clara County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
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

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

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

11.0 Vegetation

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

Existing - Westgate West Costco Warehouse

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	140.01	1000sqft	3.21	140,008.00	0
Other Non-Asphalt Surfaces	30.01	1000sqft	0.69	30,013.00	0
Parking Lot	381.98	1000sqft	8.77	381,981.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	200.07	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Updated CO2 intensity factor per RPS requirements

Land Use - Project-specific information

Construction Phase - Existing operation emissions only

Off-road Equipment - Existing operation emissions only

Vehicle Trips - Project-specific trip rates and trip types are based on information provided by Kittelson & Associates for the Westgate West Costco Project. Project trip length and trip destination distribution for the existing condition is based on CalEEMod defaults.

Vehicle Emission Factors - EMFAC2021 Emission Factors

Vehicle Emission Factors - EMFAC2021 Emission Factors

Vehicle Emission Factors - EMFAC2021 Emission Factors

Existing - Westgate West Costco Warehouse - Santa Clara County, Annual

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

Fleet Mix - EMFAC2021 Fleet Mix

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	2/28/2024	1/31/2024
tblFleetMix	HHD	6.4120e-003	0.02
tblFleetMix	HHD	6.4120e-003	0.02
tblFleetMix	HHD	6.4120e-003	0.02
tblFleetMix	LDA	0.57	0.55
tblFleetMix	LDA	0.57	0.55
tblFleetMix	LDA	0.57	0.55
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.19	0.22
tblFleetMix	LDT2	0.19	0.22
tblFleetMix	LDT2	0.19	0.22
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	4.9710e-003	5.6480e-003
tblFleetMix	LHD2	4.9710e-003	5.6480e-003
tblFleetMix	LHD2	4.9710e-003	5.6480e-003
tblFleetMix	MCY	0.02	3.5800e-003
tblFleetMix	MCY	0.02	3.5800e-003
tblFleetMix	MCY	0.02	3.5800e-003
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12

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

tblFleetMix	MH	2.9050e-003	7.0900e-004
tblFleetMix	MH	2.9050e-003	7.0900e-004
tblFleetMix	MH	2.9050e-003	7.0900e-004
tblFleetMix	MHD	8.0870e-003	0.01
tblFleetMix	MHD	8.0870e-003	0.01
tblFleetMix	MHD	8.0870e-003	0.01
tblFleetMix	OBUS	9.3900e-004	1.8320e-003
tblFleetMix	OBUS	9.3900e-004	1.8320e-003
tblFleetMix	OBUS	9.3900e-004	1.8320e-003
tblFleetMix	SBUS	9.3900e-004	5.2600e-004
tblFleetMix	SBUS	9.3900e-004	5.2600e-004
tblFleetMix	SBUS	9.3900e-004	5.2600e-004
tblFleetMix	UBUS	3.9800e-004	1.2850e-003
tblFleetMix	UBUS	3.9800e-004	1.2850e-003
tblFleetMix	UBUS	3.9800e-004	1.2850e-003
tblProjectCharacteristics	CO2IntensityFactor	203.98	200.07
tblVehicleEF	HHD	0.02	0.21
tblVehicleEF	HHD	0.05	0.13
tblVehicleEF	HHD	5.94	4.98
tblVehicleEF	HHD	0.53	0.80
tblVehicleEF	HHD	5.8680e-003	4.3700e-004
tblVehicleEF	HHD	1,105.70	879.58
tblVehicleEF	HHD	1,510.66	1,666.15
tblVehicleEF	HHD	0.05	0.03
tblVehicleEF	HHD	0.17	0.14
tblVehicleEF	HHD	0.24	0.27
tblVehicleEF	HHD	1.2000e-005	2.4000e-005
tblVehicleEF	HHD	5.92	4.48
tblVehicleEF	HHD	3.51	2.39

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

tblVehicleEF	HHD	2.05	2.43
tblVehicleEF	HHD	3.3620e-003	2.4760e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.04	0.03
tblVehicleEF	HHD	3.2170e-003	2.3640e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8730e-003	8.7800e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	3.0000e-006	3.3600e-004
tblVehicleEF	HHD	1.5200e-004	1.0000e-004
tblVehicleEF	HHD	0.43	0.33
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.09	0.03
tblVehicleEF	HHD	8.1000e-005	1.0900e-004
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	0.01	7.8120e-003
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	3.0000e-006	3.3600e-004
tblVehicleEF	HHD	1.5200e-004	1.0000e-004
tblVehicleEF	HHD	0.49	0.57
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.15	0.16
tblVehicleEF	HHD	8.1000e-005	1.0900e-004
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	0.03	0.21
tblVehicleEF	HHD	0.05	0.13
tblVehicleEF	HHD	5.81	4.89

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

tblVehicleEF	HHD	0.53	0.80
tblVehicleEF	HHD	5.3940e-003	4.0100e-004
tblVehicleEF	HHD	1,101.35	875.25
tblVehicleEF	HHD	1,510.66	1,666.15
tblVehicleEF	HHD	0.05	0.03
tblVehicleEF	HHD	0.17	0.14
tblVehicleEF	HHD	0.24	0.27
tblVehicleEF	HHD	1.1000e-005	2.3000e-005
tblVehicleEF	HHD	5.74	4.34
tblVehicleEF	HHD	3.38	2.31
tblVehicleEF	HHD	2.05	2.43
tblVehicleEF	HHD	2.9520e-003	2.1710e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.04	0.03
tblVehicleEF	HHD	2.8250e-003	2.0720e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8730e-003	8.7800e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	9.0000e-006	5.2300e-004
tblVehicleEF	HHD	1.6800e-004	1.1100e-004
tblVehicleEF	HHD	0.45	0.35
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	0.09	0.03
tblVehicleEF	HHD	8.1000e-005	1.1300e-004
tblVehicleEF	HHD	2.0000e-006	1.0000e-006
tblVehicleEF	HHD	0.01	7.7710e-003
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	1.0000e-006	0.00

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

tblVehicleEF	HHD	9.0000e-006	5.2300e-004
tblVehicleEF	HHD	1.6800e-004	1.1100e-004
tblVehicleEF	HHD	0.52	0.59
tblVehicleEF	HHD	5.0000e-006	0.00
tblVehicleEF	HHD	0.15	0.16
tblVehicleEF	HHD	8.1000e-005	1.1300e-004
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	0.02	0.21
tblVehicleEF	HHD	0.05	0.13
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.11	5.10
tblVehicleEF	HHD	0.52	0.80
tblVehicleEF	HHD	6.2960e-003	4.6900e-004
tblVehicleEF	HHD	1,111.72	885.55
tblVehicleEF	HHD	1,510.66	1,666.15
tblVehicleEF	HHD	0.05	0.03
tblVehicleEF	HHD	0.18	0.14
tblVehicleEF	HHD	0.24	0.27
tblVehicleEF	HHD	1.2000e-005	2.5000e-005
tblVehicleEF	HHD	6.17	4.69
tblVehicleEF	HHD	3.57	2.43
tblVehicleEF	HHD	2.05	2.43
tblVehicleEF	HHD	3.9280e-003	2.8970e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.04	0.03
tblVehicleEF	HHD	3.7580e-003	2.7670e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8730e-003	8.7800e-003

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

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	2.0000e-006	2.9900e-004
tblVehicleEF	HHD	1.7300e-004	9.2000e-005
tblVehicleEF	HHD	0.40	0.31
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.09	0.03
tblVehicleEF	HHD	8.7000e-005	1.1500e-004
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	0.01	7.8690e-003
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	2.9900e-004
tblVehicleEF	HHD	1.7300e-004	9.2000e-005
tblVehicleEF	HHD	0.46	0.55
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.15	0.16
tblVehicleEF	HHD	8.7000e-005	1.1500e-004
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	LDA	2.2480e-003	2.6200e-003
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.61	0.76
tblVehicleEF	LDA	2.22	3.32
tblVehicleEF	LDA	249.80	259.46
tblVehicleEF	LDA	52.94	67.11
tblVehicleEF	LDA	4.5590e-003	4.9100e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.19	0.26
tblVehicleEF	LDA	0.04	7.2330e-003

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

tblVehicleEF	LDA	1.4180e-003	1.2910e-003
tblVehicleEF	LDA	1.8170e-003	2.0630e-003
tblVehicleEF	LDA	0.02	2.5320e-003
tblVehicleEF	LDA	1.3060e-003	1.1890e-003
tblVehicleEF	LDA	1.6710e-003	1.8970e-003
tblVehicleEF	LDA	0.04	0.30
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	8.7510e-003	0.01
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.23	0.35
tblVehicleEF	LDA	2.4710e-003	2.5650e-003
tblVehicleEF	LDA	5.2400e-004	6.6300e-004
tblVehicleEF	LDA	0.04	0.30
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.26	0.38
tblVehicleEF	LDA	2.5370e-003	2.7960e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.72	1.00
tblVehicleEF	LDA	1.75	2.61
tblVehicleEF	LDA	268.88	279.88
tblVehicleEF	LDA	52.06	65.78
tblVehicleEF	LDA	4.2640e-003	4.3870e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.17	0.23

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

tblVehicleEF	LDA	0.04	7.2330e-003
tblVehicleEF	LDA	1.4180e-003	1.2910e-003
tblVehicleEF	LDA	1.8170e-003	2.0630e-003
tblVehicleEF	LDA	0.02	2.5320e-003
tblVehicleEF	LDA	1.3060e-003	1.1890e-003
tblVehicleEF	LDA	1.6710e-003	1.8970e-003
tblVehicleEF	LDA	0.09	0.40
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.07	0.00
tblVehicleEF	LDA	9.7280e-003	0.01
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.19	0.29
tblVehicleEF	LDA	2.6600e-003	2.7670e-003
tblVehicleEF	LDA	5.1500e-004	6.5000e-004
tblVehicleEF	LDA	0.09	0.40
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.07	0.00
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.21	0.31
tblVehicleEF	LDA	2.1610e-003	2.5420e-003
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.59	0.73
tblVehicleEF	LDA	2.60	3.90
tblVehicleEF	LDA	246.67	256.11
tblVehicleEF	LDA	53.64	68.18
tblVehicleEF	LDA	4.8340e-003	5.2580e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.04	0.05

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

tblVehicleEF	LDA	0.20	0.28
tblVehicleEF	LDA	0.04	7.2330e-003
tblVehicleEF	LDA	1.4180e-003	1.2910e-003
tblVehicleEF	LDA	1.8170e-003	2.0630e-003
tblVehicleEF	LDA	0.02	2.5320e-003
tblVehicleEF	LDA	1.3060e-003	1.1890e-003
tblVehicleEF	LDA	1.6710e-003	1.8970e-003
tblVehicleEF	LDA	0.02	0.28
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	8.5150e-003	0.01
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.26	0.39
tblVehicleEF	LDA	2.4400e-003	2.5320e-003
tblVehicleEF	LDA	5.3100e-004	6.7400e-004
tblVehicleEF	LDA	0.02	0.28
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	0.02	0.00
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.29	0.43
tblVehicleEF	LDT1	4.8360e-003	7.7670e-003
tblVehicleEF	LDT1	0.07	0.12
tblVehicleEF	LDT1	1.06	1.69
tblVehicleEF	LDT1	2.43	6.09
tblVehicleEF	LDT1	297.63	336.34
tblVehicleEF	LDT1	63.89	89.88
tblVehicleEF	LDT1	7.1620e-003	0.01
tblVehicleEF	LDT1	0.03	0.04

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

tblVehicleEF	LDT1	0.09	0.16
tblVehicleEF	LDT1	0.25	0.43
tblVehicleEF	LDT1	0.04	9.2260e-003
tblVehicleEF	LDT1	1.9010e-003	2.1970e-003
tblVehicleEF	LDT1	2.3990e-003	3.2560e-003
tblVehicleEF	LDT1	0.02	3.2290e-003
tblVehicleEF	LDT1	1.7490e-003	2.0230e-003
tblVehicleEF	LDT1	2.2060e-003	2.9940e-003
tblVehicleEF	LDT1	0.09	0.65
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.09	0.07
tblVehicleEF	LDT1	0.34	0.63
tblVehicleEF	LDT1	2.9450e-003	3.3250e-003
tblVehicleEF	LDT1	6.3200e-004	8.8900e-004
tblVehicleEF	LDT1	0.09	0.65
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.09	0.07
tblVehicleEF	LDT1	0.37	0.69
tblVehicleEF	LDT1	5.3970e-003	8.2590e-003
tblVehicleEF	LDT1	0.06	0.10
tblVehicleEF	LDT1	1.23	2.21
tblVehicleEF	LDT1	1.91	4.73
tblVehicleEF	LDT1	317.26	360.26
tblVehicleEF	LDT1	62.86	87.36
tblVehicleEF	LDT1	6.6320e-003	9.9500e-003

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

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.08	0.14
tblVehicleEF	LDT1	0.22	0.38
tblVehicleEF	LDT1	0.04	9.2260e-003
tblVehicleEF	LDT1	1.9010e-003	2.1970e-003
tblVehicleEF	LDT1	2.3990e-003	3.2560e-003
tblVehicleEF	LDT1	0.02	3.2290e-003
tblVehicleEF	LDT1	1.7490e-003	2.0230e-003
tblVehicleEF	LDT1	2.2060e-003	2.9940e-003
tblVehicleEF	LDT1	0.21	0.89
tblVehicleEF	LDT1	0.20	0.20
tblVehicleEF	LDT1	0.15	0.00
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.08	0.08
tblVehicleEF	LDT1	0.28	0.52
tblVehicleEF	LDT1	3.1400e-003	3.5620e-003
tblVehicleEF	LDT1	6.2200e-004	8.6400e-004
tblVehicleEF	LDT1	0.21	0.89
tblVehicleEF	LDT1	0.20	0.20
tblVehicleEF	LDT1	0.15	0.00
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.08	0.08
tblVehicleEF	LDT1	0.31	0.57
tblVehicleEF	LDT1	4.6770e-003	7.5710e-003
tblVehicleEF	LDT1	0.08	0.13
tblVehicleEF	LDT1	1.04	1.63
tblVehicleEF	LDT1	2.85	7.18
tblVehicleEF	LDT1	294.41	332.44
tblVehicleEF	LDT1	64.72	91.90

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

tblVehicleEF	LDT1	7.6290e-003	0.01
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.10	0.18
tblVehicleEF	LDT1	0.27	0.46
tblVehicleEF	LDT1	0.04	9.2260e-003
tblVehicleEF	LDT1	1.9010e-003	2.1970e-003
tblVehicleEF	LDT1	2.3990e-003	3.2560e-003
tblVehicleEF	LDT1	0.02	3.2290e-003
tblVehicleEF	LDT1	1.7490e-003	2.0230e-003
tblVehicleEF	LDT1	2.2060e-003	2.9940e-003
tblVehicleEF	LDT1	0.04	0.60
tblVehicleEF	LDT1	0.18	0.17
tblVehicleEF	LDT1	0.04	0.00
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.11	0.08
tblVehicleEF	LDT1	0.39	0.71
tblVehicleEF	LDT1	2.9130e-003	3.2860e-003
tblVehicleEF	LDT1	6.4000e-004	9.0900e-004
tblVehicleEF	LDT1	0.04	0.60
tblVehicleEF	LDT1	0.18	0.17
tblVehicleEF	LDT1	0.04	0.00
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.11	0.08
tblVehicleEF	LDT1	0.42	0.78
tblVehicleEF	LDT2	3.6070e-003	3.3830e-003
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	0.85	0.95
tblVehicleEF	LDT2	2.87	4.09
tblVehicleEF	LDT2	324.07	354.17

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

tblVehicleEF	LDT2	70.13	91.20
tblVehicleEF	LDT2	6.6840e-003	7.0190e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.29	0.38
tblVehicleEF	LDT2	0.04	8.8860e-003
tblVehicleEF	LDT2	1.4330e-003	1.4300e-003
tblVehicleEF	LDT2	1.7980e-003	2.2210e-003
tblVehicleEF	LDT2	0.02	3.1100e-003
tblVehicleEF	LDT2	1.3190e-003	1.3160e-003
tblVehicleEF	LDT2	1.6530e-003	2.0420e-003
tblVehicleEF	LDT2	0.06	0.31
tblVehicleEF	LDT2	0.13	0.09
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.33	0.44
tblVehicleEF	LDT2	3.2060e-003	3.5010e-003
tblVehicleEF	LDT2	6.9400e-004	9.0200e-004
tblVehicleEF	LDT2	0.06	0.31
tblVehicleEF	LDT2	0.13	0.09
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.36	0.48
tblVehicleEF	LDT2	4.0540e-003	3.6090e-003
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.99	1.26
tblVehicleEF	LDT2	2.26	3.21

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

tblVehicleEF	LDT2	343.53	376.93
tblVehicleEF	LDT2	68.96	89.55
tblVehicleEF	LDT2	6.2280e-003	6.2790e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.26	0.34
tblVehicleEF	LDT2	0.04	8.8860e-003
tblVehicleEF	LDT2	1.4330e-003	1.4300e-003
tblVehicleEF	LDT2	1.7980e-003	2.2210e-003
tblVehicleEF	LDT2	0.02	3.1100e-003
tblVehicleEF	LDT2	1.3190e-003	1.3160e-003
tblVehicleEF	LDT2	1.6530e-003	2.0420e-003
tblVehicleEF	LDT2	0.14	0.40
tblVehicleEF	LDT2	0.14	0.09
tblVehicleEF	LDT2	0.12	0.00
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.28	0.36
tblVehicleEF	LDT2	3.3990e-003	3.7260e-003
tblVehicleEF	LDT2	6.8200e-004	8.8500e-004
tblVehicleEF	LDT2	0.14	0.40
tblVehicleEF	LDT2	0.14	0.09
tblVehicleEF	LDT2	0.12	0.00
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.30	0.40
tblVehicleEF	LDT2	3.4720e-003	3.2830e-003
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	0.83	0.91

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

tblVehicleEF	LDT2	3.37	4.81
tblVehicleEF	LDT2	320.87	350.44
tblVehicleEF	LDT2	71.06	92.53
tblVehicleEF	LDT2	7.0970e-003	7.5120e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	0.32	0.42
tblVehicleEF	LDT2	0.04	8.8860e-003
tblVehicleEF	LDT2	1.4330e-003	1.4300e-003
tblVehicleEF	LDT2	1.7980e-003	2.2210e-003
tblVehicleEF	LDT2	0.02	3.1100e-003
tblVehicleEF	LDT2	1.3190e-003	1.3160e-003
tblVehicleEF	LDT2	1.6530e-003	2.0420e-003
tblVehicleEF	LDT2	0.03	0.29
tblVehicleEF	LDT2	0.13	0.08
tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.03
tblVehicleEF	LDT2	0.38	0.49
tblVehicleEF	LDT2	3.1740e-003	3.4640e-003
tblVehicleEF	LDT2	7.0300e-004	9.1500e-004
tblVehicleEF	LDT2	0.03	0.29
tblVehicleEF	LDT2	0.13	0.08
tblVehicleEF	LDT2	0.03	0.00
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.03
tblVehicleEF	LDT2	0.41	0.54
tblVehicleEF	LHD1	5.3430e-003	5.7150e-003
tblVehicleEF	LHD1	9.3450e-003	0.01

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

tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.19	0.20
tblVehicleEF	LHD1	0.84	1.06
tblVehicleEF	LHD1	1.13	2.14
tblVehicleEF	LHD1	9.02	8.91
tblVehicleEF	LHD1	808.85	817.34
tblVehicleEF	LHD1	12.12	18.22
tblVehicleEF	LHD1	7.3500e-004	6.4300e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.03	0.04
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.82	0.85
tblVehicleEF	LHD1	0.34	0.48
tblVehicleEF	LHD1	8.0800e-004	6.6800e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.7110e-003	9.3800e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.7000e-004	2.7200e-004
tblVehicleEF	LHD1	7.7300e-004	6.3900e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4280e-003	2.3450e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.4800e-004	2.5000e-004
tblVehicleEF	LHD1	2.1470e-003	0.14
tblVehicleEF	LHD1	0.08	0.04
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0820e-003	0.00
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.21	0.08

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

tblVehicleEF	LHD1	0.08	0.13
tblVehicleEF	LHD1	8.8000e-005	8.7000e-005
tblVehicleEF	LHD1	7.9010e-003	7.9900e-003
tblVehicleEF	LHD1	1.2000e-004	1.8000e-004
tblVehicleEF	LHD1	2.1470e-003	0.14
tblVehicleEF	LHD1	0.08	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.0820e-003	0.00
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.21	0.08
tblVehicleEF	LHD1	0.09	0.14
tblVehicleEF	LHD1	5.3580e-003	5.7390e-003
tblVehicleEF	LHD1	9.5820e-003	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.19	0.20
tblVehicleEF	LHD1	0.86	1.09
tblVehicleEF	LHD1	1.05	1.99
tblVehicleEF	LHD1	9.02	8.91
tblVehicleEF	LHD1	808.89	817.39
tblVehicleEF	LHD1	11.98	17.96
tblVehicleEF	LHD1	7.3900e-004	6.4700e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.03	0.04
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.79	0.81
tblVehicleEF	LHD1	0.32	0.45
tblVehicleEF	LHD1	8.0800e-004	6.6800e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.7110e-003	9.3800e-003

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

tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.7000e-004	2.7200e-004
tblVehicleEF	LHD1	7.7300e-004	6.3900e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4280e-003	2.3450e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.4800e-004	2.5000e-004
tblVehicleEF	LHD1	4.8620e-003	0.19
tblVehicleEF	LHD1	0.09	0.04
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.2580e-003	0.00
tblVehicleEF	LHD1	0.10	0.11
tblVehicleEF	LHD1	0.21	0.08
tblVehicleEF	LHD1	0.08	0.12
tblVehicleEF	LHD1	8.8000e-005	8.7000e-005
tblVehicleEF	LHD1	7.9020e-003	7.9900e-003
tblVehicleEF	LHD1	1.1900e-004	1.7800e-004
tblVehicleEF	LHD1	4.8620e-003	0.19
tblVehicleEF	LHD1	0.09	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.2580e-003	0.00
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.21	0.08
tblVehicleEF	LHD1	0.08	0.13
tblVehicleEF	LHD1	5.3300e-003	5.6950e-003
tblVehicleEF	LHD1	9.1590e-003	0.01
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.19	0.20
tblVehicleEF	LHD1	0.82	1.03

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

tblVehicleEF	LHD1	1.20	2.28
tblVehicleEF	LHD1	9.02	8.91
tblVehicleEF	LHD1	808.82	817.30
tblVehicleEF	LHD1	12.26	18.47
tblVehicleEF	LHD1	7.3300e-004	6.4100e-004
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	0.03	0.04
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.84	0.87
tblVehicleEF	LHD1	0.36	0.51
tblVehicleEF	LHD1	8.0800e-004	6.6800e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.7110e-003	9.3800e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.7000e-004	2.7200e-004
tblVehicleEF	LHD1	7.7300e-004	6.3900e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4280e-003	2.3450e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.4800e-004	2.5000e-004
tblVehicleEF	LHD1	1.0750e-003	0.13
tblVehicleEF	LHD1	0.09	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	5.6400e-004	0.00
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.24	0.08
tblVehicleEF	LHD1	0.09	0.13
tblVehicleEF	LHD1	8.8000e-005	8.7000e-005
tblVehicleEF	LHD1	7.9010e-003	7.9890e-003

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

tblVehicleEF	LHD1	1.2100e-004	1.8300e-004
tblVehicleEF	LHD1	1.0750e-003	0.13
tblVehicleEF	LHD1	0.09	0.03
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	5.6400e-004	0.00
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.24	0.08
tblVehicleEF	LHD1	0.09	0.15
tblVehicleEF	LHD2	3.2840e-003	3.4590e-003
tblVehicleEF	LHD2	7.5540e-003	8.3140e-003
tblVehicleEF	LHD2	9.2300e-003	0.01
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	0.66	0.68
tblVehicleEF	LHD2	0.67	1.26
tblVehicleEF	LHD2	14.10	13.96
tblVehicleEF	LHD2	782.55	858.12
tblVehicleEF	LHD2	8.09	10.56
tblVehicleEF	LHD2	1.7430e-003	1.6790e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.00	1.12
tblVehicleEF	LHD2	0.19	0.27
tblVehicleEF	LHD2	1.4080e-003	1.3340e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.4100e-004	1.2800e-004
tblVehicleEF	LHD2	1.3470e-003	1.2760e-003

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

tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6820e-003	2.6520e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.3000e-004	1.1700e-004
tblVehicleEF	LHD2	1.1650e-003	0.08
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.8300e-004	0.00
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	1.3500e-004	1.3400e-004
tblVehicleEF	LHD2	7.5590e-003	8.2760e-003
tblVehicleEF	LHD2	8.0000e-005	1.0400e-004
tblVehicleEF	LHD2	1.1650e-003	0.08
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.8300e-004	0.00
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	0.05	0.08
tblVehicleEF	LHD2	3.2930e-003	3.4730e-003
tblVehicleEF	LHD2	7.6470e-003	8.4150e-003
tblVehicleEF	LHD2	8.7250e-003	0.01
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	0.67	0.69
tblVehicleEF	LHD2	0.62	1.18
tblVehicleEF	LHD2	14.10	13.96
tblVehicleEF	LHD2	782.57	858.14

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

tblVehicleEF	LHD2	8.01	10.41
tblVehicleEF	LHD2	1.7450e-003	1.6810e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.95	1.07
tblVehicleEF	LHD2	0.18	0.25
tblVehicleEF	LHD2	1.4080e-003	1.3340e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.4100e-004	1.2800e-004
tblVehicleEF	LHD2	1.3470e-003	1.2760e-003
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6820e-003	2.6520e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.3000e-004	1.1700e-004
tblVehicleEF	LHD2	2.6490e-003	0.10
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.2230e-003	0.00
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	0.04	0.07
tblVehicleEF	LHD2	1.3500e-004	1.3400e-004
tblVehicleEF	LHD2	7.5590e-003	8.2760e-003
tblVehicleEF	LHD2	7.9000e-005	1.0300e-004
tblVehicleEF	LHD2	2.6490e-003	0.10
tblVehicleEF	LHD2	0.05	0.02

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

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.2230e-003	0.00
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	3.2770e-003	3.4470e-003
tblVehicleEF	LHD2	7.4790e-003	8.2340e-003
tblVehicleEF	LHD2	9.6640e-003	0.01
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	0.66	0.67
tblVehicleEF	LHD2	0.71	1.35
tblVehicleEF	LHD2	14.10	13.96
tblVehicleEF	LHD2	782.54	858.10
tblVehicleEF	LHD2	8.17	10.71
tblVehicleEF	LHD2	1.7410e-003	1.6770e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.01	1.14
tblVehicleEF	LHD2	0.21	0.29
tblVehicleEF	LHD2	1.4080e-003	1.3340e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.4100e-004	1.2800e-004
tblVehicleEF	LHD2	1.3470e-003	1.2760e-003
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6820e-003	2.6520e-003
tblVehicleEF	LHD2	0.02	0.02

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

tblVehicleEF	LHD2	1.3000e-004	1.1700e-004
tblVehicleEF	LHD2	5.8700e-004	0.07
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.0700e-004	0.00
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	1.3500e-004	1.3400e-004
tblVehicleEF	LHD2	7.5590e-003	8.2760e-003
tblVehicleEF	LHD2	8.1000e-005	1.0600e-004
tblVehicleEF	LHD2	5.8700e-004	0.07
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.0700e-004	0.00
tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	0.05	0.08
tblVehicleEF	MCY	0.33	0.17
tblVehicleEF	MCY	0.26	0.19
tblVehicleEF	MCY	19.19	13.58
tblVehicleEF	MCY	9.00	8.11
tblVehicleEF	MCY	210.27	188.98
tblVehicleEF	MCY	61.40	50.91
tblVehicleEF	MCY	0.07	0.04
tblVehicleEF	MCY	0.02	8.7610e-003
tblVehicleEF	MCY	1.15	0.61
tblVehicleEF	MCY	0.27	0.15
tblVehicleEF	MCY	0.01	0.01

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

tblVehicleEF	MCY	1.9370e-003	1.8910e-003
tblVehicleEF	MCY	3.1610e-003	3.7730e-003
tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	1.8120e-003	1.7720e-003
tblVehicleEF	MCY	2.9780e-003	3.5560e-003
tblVehicleEF	MCY	0.91	1.99
tblVehicleEF	MCY	0.70	3.56
tblVehicleEF	MCY	0.50	0.00
tblVehicleEF	MCY	2.23	1.16
tblVehicleEF	MCY	0.56	1.26
tblVehicleEF	MCY	1.95	1.44
tblVehicleEF	MCY	2.0810e-003	1.8680e-003
tblVehicleEF	MCY	6.0800e-004	5.0300e-004
tblVehicleEF	MCY	0.91	1.99
tblVehicleEF	MCY	0.70	3.56
tblVehicleEF	MCY	0.50	0.00
tblVehicleEF	MCY	2.75	1.38
tblVehicleEF	MCY	0.56	1.26
tblVehicleEF	MCY	2.13	1.57
tblVehicleEF	MCY	0.32	0.17
tblVehicleEF	MCY	0.22	0.16
tblVehicleEF	MCY	18.49	13.44
tblVehicleEF	MCY	7.87	7.02
tblVehicleEF	MCY	208.89	188.67
tblVehicleEF	MCY	58.51	48.38
tblVehicleEF	MCY	0.06	0.04
tblVehicleEF	MCY	0.01	8.3400e-003
tblVehicleEF	MCY	1.01	0.53
tblVehicleEF	MCY	0.25	0.14

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

tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	1.9370e-003	1.8910e-003
tblVehicleEF	MCY	3.1610e-003	3.7730e-003
tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	1.8120e-003	1.7720e-003
tblVehicleEF	MCY	2.9780e-003	3.5560e-003
tblVehicleEF	MCY	2.34	3.19
tblVehicleEF	MCY	0.93	3.75
tblVehicleEF	MCY	1.34	0.00
tblVehicleEF	MCY	2.15	1.13
tblVehicleEF	MCY	0.53	1.28
tblVehicleEF	MCY	1.63	1.20
tblVehicleEF	MCY	2.0670e-003	1.8650e-003
tblVehicleEF	MCY	5.7900e-004	4.7800e-004
tblVehicleEF	MCY	2.34	3.19
tblVehicleEF	MCY	0.93	3.75
tblVehicleEF	MCY	1.34	0.00
tblVehicleEF	MCY	2.66	1.35
tblVehicleEF	MCY	0.53	1.28
tblVehicleEF	MCY	1.77	1.30
tblVehicleEF	MCY	0.34	0.18
tblVehicleEF	MCY	0.30	0.22
tblVehicleEF	MCY	20.69	14.12
tblVehicleEF	MCY	10.32	9.30
tblVehicleEF	MCY	212.99	189.95
tblVehicleEF	MCY	64.55	53.60
tblVehicleEF	MCY	0.07	0.04
tblVehicleEF	MCY	0.02	9.1490e-003
tblVehicleEF	MCY	1.23	0.65

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

tblVehicleEF	MCY	0.29	0.16
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	1.9370e-003	1.8910e-003
tblVehicleEF	MCY	3.1610e-003	3.7730e-003
tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	1.8120e-003	1.7720e-003
tblVehicleEF	MCY	2.9780e-003	3.5560e-003
tblVehicleEF	MCY	0.40	1.76
tblVehicleEF	MCY	0.84	3.33
tblVehicleEF	MCY	0.19	0.00
tblVehicleEF	MCY	2.32	1.19
tblVehicleEF	MCY	0.67	1.37
tblVehicleEF	MCY	2.28	1.68
tblVehicleEF	MCY	2.1080e-003	1.8780e-003
tblVehicleEF	MCY	6.3900e-004	5.3000e-004
tblVehicleEF	MCY	0.40	1.76
tblVehicleEF	MCY	0.84	3.33
tblVehicleEF	MCY	0.19	0.00
tblVehicleEF	MCY	2.87	1.42
tblVehicleEF	MCY	0.67	1.37
tblVehicleEF	MCY	2.48	1.83
tblVehicleEF	MDV	4.4780e-003	4.8960e-003
tblVehicleEF	MDV	0.09	0.12
tblVehicleEF	MDV	0.95	1.15
tblVehicleEF	MDV	3.30	4.56
tblVehicleEF	MDV	392.54	428.50
tblVehicleEF	MDV	84.08	109.53
tblVehicleEF	MDV	9.1410e-003	0.01
tblVehicleEF	MDV	0.04	0.04

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

tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.36	0.51
tblVehicleEF	MDV	0.04	9.0680e-003
tblVehicleEF	MDV	1.5860e-003	1.5330e-003
tblVehicleEF	MDV	2.0110e-003	2.4040e-003
tblVehicleEF	MDV	0.02	3.1740e-003
tblVehicleEF	MDV	1.4630e-003	1.4130e-003
tblVehicleEF	MDV	1.8500e-003	2.2100e-003
tblVehicleEF	MDV	0.07	0.37
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.42	0.60
tblVehicleEF	MDV	3.8800e-003	4.2330e-003
tblVehicleEF	MDV	8.3200e-004	1.0830e-003
tblVehicleEF	MDV	0.07	0.37
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.46	0.66
tblVehicleEF	MDV	5.0280e-003	5.2190e-003
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	1.11	1.50
tblVehicleEF	MDV	2.58	3.57
tblVehicleEF	MDV	412.53	451.85
tblVehicleEF	MDV	82.70	107.60
tblVehicleEF	MDV	8.5920e-003	9.2950e-003

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

tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.32	0.45
tblVehicleEF	MDV	0.04	9.0680e-003
tblVehicleEF	MDV	1.5860e-003	1.5330e-003
tblVehicleEF	MDV	2.0110e-003	2.4040e-003
tblVehicleEF	MDV	0.02	3.1740e-003
tblVehicleEF	MDV	1.4630e-003	1.4130e-003
tblVehicleEF	MDV	1.8500e-003	2.2100e-003
tblVehicleEF	MDV	0.16	0.48
tblVehicleEF	MDV	0.16	0.11
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.35	0.50
tblVehicleEF	MDV	4.0780e-003	4.4640e-003
tblVehicleEF	MDV	8.1800e-004	1.0640e-003
tblVehicleEF	MDV	0.16	0.48
tblVehicleEF	MDV	0.16	0.11
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.38	0.54
tblVehicleEF	MDV	4.3240e-003	4.7650e-003
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.94	1.10
tblVehicleEF	MDV	3.88	5.36
tblVehicleEF	MDV	389.26	424.68
tblVehicleEF	MDV	85.18	111.07

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

tblVehicleEF	MDV	9.6370e-003	0.01
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.11	0.15
tblVehicleEF	MDV	0.39	0.55
tblVehicleEF	MDV	0.04	9.0680e-003
tblVehicleEF	MDV	1.5860e-003	1.5330e-003
tblVehicleEF	MDV	2.0110e-003	2.4040e-003
tblVehicleEF	MDV	0.02	3.1740e-003
tblVehicleEF	MDV	1.4630e-003	1.4130e-003
tblVehicleEF	MDV	1.8500e-003	2.2100e-003
tblVehicleEF	MDV	0.04	0.35
tblVehicleEF	MDV	0.15	0.10
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.08	0.04
tblVehicleEF	MDV	0.48	0.68
tblVehicleEF	MDV	3.8480e-003	4.1960e-003
tblVehicleEF	MDV	8.4300e-004	1.0980e-003
tblVehicleEF	MDV	0.04	0.35
tblVehicleEF	MDV	0.15	0.10
tblVehicleEF	MDV	0.03	0.00
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.08	0.04
tblVehicleEF	MDV	0.52	0.74
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.34	2.06
tblVehicleEF	MH	2.25	2.79
tblVehicleEF	MH	1,557.00	1,702.83

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

tblVehicleEF	MH	19.21	23.70
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.43	1.65
tblVehicleEF	MH	0.25	0.30
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.9100e-004	3.7000e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.2700e-003	3.2840e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.6800e-004	3.4000e-004
tblVehicleEF	MH	0.79	36.75
tblVehicleEF	MH	0.07	10.29
tblVehicleEF	MH	0.27	0.00
tblVehicleEF	MH	0.08	0.11
tblVehicleEF	MH	0.02	2.6430e-003
tblVehicleEF	MH	0.10	0.12
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.9000e-004	2.3400e-004
tblVehicleEF	MH	0.79	36.75
tblVehicleEF	MH	0.07	10.29
tblVehicleEF	MH	0.27	0.00
tblVehicleEF	MH	0.10	0.15
tblVehicleEF	MH	0.02	2.6430e-003
tblVehicleEF	MH	0.11	0.14
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.02	0.03

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

tblVehicleEF	MH	1.39	2.15
tblVehicleEF	MH	2.04	2.54
tblVehicleEF	MH	1,557.09	1,702.99
tblVehicleEF	MH	18.87	23.27
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.35	1.56
tblVehicleEF	MH	0.23	0.28
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.9100e-004	3.7000e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.2700e-003	3.2840e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.6800e-004	3.4000e-004
tblVehicleEF	MH	1.77	50.19
tblVehicleEF	MH	0.07	11.29
tblVehicleEF	MH	0.57	0.00
tblVehicleEF	MH	0.08	0.11
tblVehicleEF	MH	0.02	2.7140e-003
tblVehicleEF	MH	0.10	0.12
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.8700e-004	2.3000e-004
tblVehicleEF	MH	1.77	50.19
tblVehicleEF	MH	0.07	11.29
tblVehicleEF	MH	0.57	0.00
tblVehicleEF	MH	0.11	0.15
tblVehicleEF	MH	0.02	2.7140e-003

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

tblVehicleEF	MH	0.10	0.13
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.30	1.99
tblVehicleEF	MH	2.43	3.02
tblVehicleEF	MH	1,556.93	1,702.71
tblVehicleEF	MH	19.52	24.09
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.47	1.70
tblVehicleEF	MH	0.26	0.32
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.9100e-004	3.7000e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.2700e-003	3.2840e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.6800e-004	3.4000e-004
tblVehicleEF	MH	0.39	33.55
tblVehicleEF	MH	0.08	9.50
tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.08	0.11
tblVehicleEF	MH	0.02	2.7370e-003
tblVehicleEF	MH	0.11	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.9300e-004	2.3800e-004
tblVehicleEF	MH	0.39	33.55
tblVehicleEF	MH	0.08	9.50

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

tblVehicleEF	MH	0.15	0.00
tblVehicleEF	MH	0.10	0.14
tblVehicleEF	MH	0.02	2.7370e-003
tblVehicleEF	MH	0.12	0.14
tblVehicleEF	MHD	3.4370e-003	0.01
tblVehicleEF	MHD	5.6390e-003	0.01
tblVehicleEF	MHD	9.4480e-003	9.6820e-003
tblVehicleEF	MHD	0.37	0.65
tblVehicleEF	MHD	0.48	0.50
tblVehicleEF	MHD	1.16	1.24
tblVehicleEF	MHD	75.81	165.30
tblVehicleEF	MHD	1,131.31	1,248.40
tblVehicleEF	MHD	9.18	9.14
tblVehicleEF	MHD	0.01	0.03
tblVehicleEF	MHD	0.15	0.16
tblVehicleEF	MHD	6.8530e-003	6.0820e-003
tblVehicleEF	MHD	0.56	1.04
tblVehicleEF	MHD	2.06	1.57
tblVehicleEF	MHD	1.38	1.28
tblVehicleEF	MHD	1.2350e-003	3.0390e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	1.2000e-004	1.2200e-004
tblVehicleEF	MHD	1.1810e-003	2.9080e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	1.1000e-004	1.1200e-004
tblVehicleEF	MHD	4.4800e-004	0.03
tblVehicleEF	MHD	0.02	7.7870e-003

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

tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	2.2200e-004	0.00
tblVehicleEF	MHD	0.09	0.06
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	7.1900e-004	1.5400e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.1000e-005	9.0000e-005
tblVehicleEF	MHD	4.4800e-004	0.03
tblVehicleEF	MHD	0.02	7.7870e-003
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	2.2200e-004	0.00
tblVehicleEF	MHD	0.11	0.08
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.2340e-003	0.01
tblVehicleEF	MHD	5.7040e-003	0.01
tblVehicleEF	MHD	8.8980e-003	9.1140e-003
tblVehicleEF	MHD	0.31	0.58
tblVehicleEF	MHD	0.49	0.51
tblVehicleEF	MHD	1.07	1.14
tblVehicleEF	MHD	76.73	165.69
tblVehicleEF	MHD	1,131.32	1,248.42
tblVehicleEF	MHD	9.02	8.97
tblVehicleEF	MHD	0.01	0.03
tblVehicleEF	MHD	0.15	0.16
tblVehicleEF	MHD	6.5790e-003	5.8400e-003
tblVehicleEF	MHD	0.57	1.03
tblVehicleEF	MHD	1.98	1.51

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

tblVehicleEF	MHD	1.37	1.28
tblVehicleEF	MHD	1.0440e-003	2.5710e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	1.2000e-004	1.2200e-004
tblVehicleEF	MHD	9.9900e-004	2.4600e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	1.1000e-004	1.1200e-004
tblVehicleEF	MHD	1.0460e-003	0.04
tblVehicleEF	MHD	0.02	8.5370e-003
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	4.9000e-004	0.00
tblVehicleEF	MHD	0.09	0.06
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	7.2800e-004	1.5440e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	1.0460e-003	0.04
tblVehicleEF	MHD	0.02	8.5370e-003
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	4.9000e-004	0.00
tblVehicleEF	MHD	0.11	0.08
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	3.6390e-003	0.01
tblVehicleEF	MHD	5.5880e-003	0.01
tblVehicleEF	MHD	9.8960e-003	0.01
tblVehicleEF	MHD	0.45	0.73

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

tblVehicleEF	MHD	0.48	0.49
tblVehicleEF	MHD	1.25	1.33
tblVehicleEF	MHD	74.66	164.87
tblVehicleEF	MHD	1,131.30	1,248.38
tblVehicleEF	MHD	9.33	9.29
tblVehicleEF	MHD	0.01	0.03
tblVehicleEF	MHD	0.15	0.16
tblVehicleEF	MHD	7.1170e-003	6.3160e-003
tblVehicleEF	MHD	0.56	1.06
tblVehicleEF	MHD	2.10	1.60
tblVehicleEF	MHD	1.39	1.29
tblVehicleEF	MHD	1.4980e-003	3.6860e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	1.2000e-004	1.2200e-004
tblVehicleEF	MHD	1.4330e-003	3.5260e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	1.1000e-004	1.1200e-004
tblVehicleEF	MHD	2.2000e-004	0.03
tblVehicleEF	MHD	0.02	7.2020e-003
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	1.1200e-004	0.00
tblVehicleEF	MHD	0.09	0.06
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	7.0800e-004	1.5360e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	2.2000e-004	0.03

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

tblVehicleEF	MHD	0.02	7.2020e-003
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	1.1200e-004	0.00
tblVehicleEF	MHD	0.11	0.08
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	OBUS	7.1700e-003	7.5570e-003
tblVehicleEF	OBUS	5.7850e-003	9.7900e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.56	0.49
tblVehicleEF	OBUS	0.59	0.64
tblVehicleEF	OBUS	1.92	2.13
tblVehicleEF	OBUS	95.82	85.25
tblVehicleEF	OBUS	1,365.97	1,420.91
tblVehicleEF	OBUS	15.56	16.62
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.14	0.16
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.47	0.39
tblVehicleEF	OBUS	1.73	1.21
tblVehicleEF	OBUS	1.02	0.91
tblVehicleEF	OBUS	7.1500e-004	4.5900e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	1.3700e-004	1.4800e-004
tblVehicleEF	OBUS	6.8400e-004	4.3900e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	0.01	0.02
tblVehicleEF	OBUS	1.2600e-004	1.3600e-004

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

tblVehicleEF	OBUS	1.0630e-003	0.07
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	4.6800e-004	0.00
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	9.1000e-004	8.0800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.5400e-004	1.6400e-004
tblVehicleEF	OBUS	1.0630e-003	0.07
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	4.6800e-004	0.00
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.10	0.11
tblVehicleEF	OBUS	7.2320e-003	7.6210e-003
tblVehicleEF	OBUS	5.9220e-003	9.9470e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.54	0.48
tblVehicleEF	OBUS	0.60	0.66
tblVehicleEF	OBUS	1.75	1.94
tblVehicleEF	OBUS	95.53	84.79
tblVehicleEF	OBUS	1,366.00	1,420.94
tblVehicleEF	OBUS	15.27	16.30
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.14	0.16
tblVehicleEF	OBUS	0.01	0.02

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

tblVehicleEF	OBUS	0.46	0.37
tblVehicleEF	OBUS	1.66	1.15
tblVehicleEF	OBUS	1.00	0.90
tblVehicleEF	OBUS	6.0800e-004	3.9200e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	1.3700e-004	1.4800e-004
tblVehicleEF	OBUS	5.8200e-004	3.7500e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	0.01	0.02
tblVehicleEF	OBUS	1.2600e-004	1.3600e-004
tblVehicleEF	OBUS	2.3400e-003	0.09
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	9.6300e-004	0.00
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.09	0.09
tblVehicleEF	OBUS	9.0800e-004	8.0300e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.5100e-004	1.6100e-004
tblVehicleEF	OBUS	2.3400e-003	0.09
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	9.6300e-004	0.00
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	7.0960e-003	7.4810e-003

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

tblVehicleEF	OBUS	5.6780e-003	9.6700e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.58	0.50
tblVehicleEF	OBUS	0.58	0.63
tblVehicleEF	OBUS	2.08	2.30
tblVehicleEF	OBUS	96.21	85.89
tblVehicleEF	OBUS	1,365.95	1,420.89
tblVehicleEF	OBUS	15.82	16.91
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.14	0.16
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.48	0.40
tblVehicleEF	OBUS	1.77	1.23
tblVehicleEF	OBUS	1.03	0.92
tblVehicleEF	OBUS	8.6300e-004	5.5200e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	1.3700e-004	1.4800e-004
tblVehicleEF	OBUS	8.2500e-004	5.2800e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	0.01	0.02
tblVehicleEF	OBUS	1.2600e-004	1.3600e-004
tblVehicleEF	OBUS	5.8200e-004	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.04
tblVehicleEF	OBUS	2.6800e-004	0.00
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.10	0.11

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

tblVehicleEF	OBUS	9.1400e-004	8.1400e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.5700e-004	1.6700e-004
tblVehicleEF	OBUS	5.8200e-004	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	2.6800e-004	0.00
tblVehicleEF	OBUS	0.07	0.08
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.11	0.12
tblVehicleEF	SBUS	0.05	0.07
tblVehicleEF	SBUS	6.5710e-003	0.09
tblVehicleEF	SBUS	4.5790e-003	4.5430e-003
tblVehicleEF	SBUS	2.08	1.57
tblVehicleEF	SBUS	0.54	0.93
tblVehicleEF	SBUS	0.68	0.65
tblVehicleEF	SBUS	347.47	189.31
tblVehicleEF	SBUS	1,071.12	1,045.41
tblVehicleEF	SBUS	3.82	3.59
tblVehicleEF	SBUS	0.05	0.03
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	4.2030e-003	3.8650e-003
tblVehicleEF	SBUS	3.61	1.46
tblVehicleEF	SBUS	5.09	2.91
tblVehicleEF	SBUS	0.77	0.45
tblVehicleEF	SBUS	4.2010e-003	1.5250e-003
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.02

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

tblVehicleEF	SBUS	4.3000e-005	3.6000e-005
tblVehicleEF	SBUS	4.0190e-003	1.4580e-003
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.7350e-003	2.6680e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	3.9000e-005	3.3000e-005
tblVehicleEF	SBUS	4.9600e-004	0.02
tblVehicleEF	SBUS	4.8020e-003	6.5900e-003
tblVehicleEF	SBUS	0.23	0.17
tblVehicleEF	SBUS	2.0400e-004	0.00
tblVehicleEF	SBUS	0.09	0.06
tblVehicleEF	SBUS	9.5330e-003	6.5970e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	3.3050e-003	1.7270e-003
tblVehicleEF	SBUS	0.01	9.7200e-003
tblVehicleEF	SBUS	3.8000e-005	3.6000e-005
tblVehicleEF	SBUS	4.9600e-004	0.02
tblVehicleEF	SBUS	4.8020e-003	6.5900e-003
tblVehicleEF	SBUS	0.33	0.28
tblVehicleEF	SBUS	2.0400e-004	0.00
tblVehicleEF	SBUS	0.11	0.16
tblVehicleEF	SBUS	9.5330e-003	6.5970e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.05	0.07
tblVehicleEF	SBUS	6.6730e-003	0.09
tblVehicleEF	SBUS	3.8490e-003	3.8200e-003
tblVehicleEF	SBUS	2.04	1.55
tblVehicleEF	SBUS	0.55	0.94
tblVehicleEF	SBUS	0.50	0.48

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

tblVehicleEF	SBUS	357.36	192.54
tblVehicleEF	SBUS	1,071.14	1,045.44
tblVehicleEF	SBUS	3.52	3.31
tblVehicleEF	SBUS	0.05	0.03
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	4.0010e-003	3.6750e-003
tblVehicleEF	SBUS	3.70	1.48
tblVehicleEF	SBUS	4.89	2.79
tblVehicleEF	SBUS	0.77	0.45
tblVehicleEF	SBUS	3.5480e-003	1.2940e-003
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	4.3000e-005	3.6000e-005
tblVehicleEF	SBUS	3.3950e-003	1.2370e-003
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.7350e-003	2.6680e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	3.9000e-005	3.3000e-005
tblVehicleEF	SBUS	1.1180e-003	0.03
tblVehicleEF	SBUS	5.0410e-003	7.1170e-003
tblVehicleEF	SBUS	0.23	0.17
tblVehicleEF	SBUS	4.3800e-004	0.00
tblVehicleEF	SBUS	0.09	0.06
tblVehicleEF	SBUS	8.0420e-003	6.5670e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	3.3990e-003	1.7580e-003
tblVehicleEF	SBUS	0.01	9.7200e-003
tblVehicleEF	SBUS	3.5000e-005	3.3000e-005

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

tblVehicleEF	SBUS	1.1180e-003	0.03
tblVehicleEF	SBUS	5.0410e-003	7.1170e-003
tblVehicleEF	SBUS	0.33	0.28
tblVehicleEF	SBUS	4.3800e-004	0.00
tblVehicleEF	SBUS	0.11	0.16
tblVehicleEF	SBUS	8.0420e-003	6.5670e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.05	0.07
tblVehicleEF	SBUS	6.4890e-003	0.09
tblVehicleEF	SBUS	5.2350e-003	5.1920e-003
tblVehicleEF	SBUS	2.14	1.59
tblVehicleEF	SBUS	0.53	0.92
tblVehicleEF	SBUS	0.86	0.82
tblVehicleEF	SBUS	333.81	184.84
tblVehicleEF	SBUS	1,071.11	1,045.39
tblVehicleEF	SBUS	4.12	3.88
tblVehicleEF	SBUS	0.05	0.02
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	4.3910e-003	4.0380e-003
tblVehicleEF	SBUS	3.49	1.43
tblVehicleEF	SBUS	5.18	2.97
tblVehicleEF	SBUS	0.77	0.45
tblVehicleEF	SBUS	5.1010e-003	1.8440e-003
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	4.3000e-005	3.6000e-005
tblVehicleEF	SBUS	4.8810e-003	1.7630e-003
tblVehicleEF	SBUS	0.32	0.02

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

tblVehicleEF	SBUS	2.7350e-003	2.6680e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	3.9000e-005	3.3000e-005
tblVehicleEF	SBUS	2.6400e-004	0.02
tblVehicleEF	SBUS	4.9050e-003	6.1160e-003
tblVehicleEF	SBUS	0.23	0.17
tblVehicleEF	SBUS	1.1600e-004	0.00
tblVehicleEF	SBUS	0.09	0.06
tblVehicleEF	SBUS	0.01	6.7320e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	3.1760e-003	1.6850e-003
tblVehicleEF	SBUS	0.01	9.7200e-003
tblVehicleEF	SBUS	4.1000e-005	3.8000e-005
tblVehicleEF	SBUS	2.6400e-004	0.02
tblVehicleEF	SBUS	4.9050e-003	6.1160e-003
tblVehicleEF	SBUS	0.33	0.28
tblVehicleEF	SBUS	1.1600e-004	0.00
tblVehicleEF	SBUS	0.11	0.16
tblVehicleEF	SBUS	0.01	6.7320e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	UBUS	1.38	0.35
tblVehicleEF	UBUS	2.8070e-003	4.6630e-003
tblVehicleEF	UBUS	10.37	4.12
tblVehicleEF	UBUS	0.14	0.48
tblVehicleEF	UBUS	1,606.76	1,102.90
tblVehicleEF	UBUS	1.64	3.31
tblVehicleEF	UBUS	0.27	0.17
tblVehicleEF	UBUS	1.4400e-003	7.1480e-003
tblVehicleEF	UBUS	0.73	0.33

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

tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	0.07	0.11
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	5.2780e-003	6.2180e-003
tblVehicleEF	UBUS	2.0000e-006	8.0000e-006
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	8.3320e-003	7.7770e-003
tblVehicleEF	UBUS	5.0490e-003	5.9460e-003
tblVehicleEF	UBUS	2.0000e-006	8.0000e-006
tblVehicleEF	UBUS	1.9400e-004	0.02
tblVehicleEF	UBUS	2.9870e-003	5.6250e-003
tblVehicleEF	UBUS	1.2200e-004	0.00
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	7.6400e-004	3.9400e-004
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.01	9.4760e-003
tblVehicleEF	UBUS	1.6000e-005	3.3000e-005
tblVehicleEF	UBUS	1.9400e-004	0.02
tblVehicleEF	UBUS	2.9870e-003	5.6250e-003
tblVehicleEF	UBUS	1.2200e-004	0.00
tblVehicleEF	UBUS	1.41	0.42
tblVehicleEF	UBUS	7.6400e-004	3.9400e-004
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	1.38	0.35
tblVehicleEF	UBUS	2.4960e-003	4.2120e-003
tblVehicleEF	UBUS	10.37	4.13
tblVehicleEF	UBUS	0.11	0.41
tblVehicleEF	UBUS	1,606.77	1,102.90
tblVehicleEF	UBUS	1.60	3.19

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

tblVehicleEF	UBUS	0.27	0.17
tblVehicleEF	UBUS	1.3890e-003	6.8520e-003
tblVehicleEF	UBUS	0.73	0.33
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	0.07	0.11
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	5.2780e-003	6.2180e-003
tblVehicleEF	UBUS	2.0000e-006	8.0000e-006
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	8.3320e-003	7.7770e-003
tblVehicleEF	UBUS	5.0490e-003	5.9460e-003
tblVehicleEF	UBUS	2.0000e-006	8.0000e-006
tblVehicleEF	UBUS	4.1400e-004	0.03
tblVehicleEF	UBUS	3.2300e-003	6.1440e-003
tblVehicleEF	UBUS	2.3400e-004	0.00
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	6.8500e-004	4.1000e-004
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.01	9.4760e-003
tblVehicleEF	UBUS	1.6000e-005	3.2000e-005
tblVehicleEF	UBUS	4.1400e-004	0.03
tblVehicleEF	UBUS	3.2300e-003	6.1440e-003
tblVehicleEF	UBUS	2.3400e-004	0.00
tblVehicleEF	UBUS	1.41	0.42
tblVehicleEF	UBUS	6.8500e-004	4.1000e-004
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	1.38	0.35
tblVehicleEF	UBUS	3.0670e-003	5.0540e-003
tblVehicleEF	UBUS	10.36	4.12

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

tblVehicleEF	UBUS	0.16	0.56
tblVehicleEF	UBUS	1,606.76	1,102.90
tblVehicleEF	UBUS	1.69	3.44
tblVehicleEF	UBUS	0.27	0.17
tblVehicleEF	UBUS	1.4920e-003	7.4150e-003
tblVehicleEF	UBUS	0.73	0.33
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	0.07	0.11
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	5.2780e-003	6.2180e-003
tblVehicleEF	UBUS	2.0000e-006	8.0000e-006
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	8.3320e-003	7.7770e-003
tblVehicleEF	UBUS	5.0490e-003	5.9460e-003
tblVehicleEF	UBUS	2.0000e-006	8.0000e-006
tblVehicleEF	UBUS	1.1500e-004	0.02
tblVehicleEF	UBUS	3.0760e-003	5.1980e-003
tblVehicleEF	UBUS	7.5000e-005	0.00
tblVehicleEF	UBUS	0.02	0.06
tblVehicleEF	UBUS	9.7900e-004	4.0300e-004
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.01	9.4760e-003
tblVehicleEF	UBUS	1.7000e-005	3.4000e-005
tblVehicleEF	UBUS	1.1500e-004	0.02
tblVehicleEF	UBUS	3.0760e-003	5.1980e-003
tblVehicleEF	UBUS	7.5000e-005	0.00
tblVehicleEF	UBUS	1.41	0.42
tblVehicleEF	UBUS	9.7900e-004	4.0300e-004
tblVehicleEF	UBUS	0.01	0.02

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

tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	46.12	87.05
tblVehicleTrips	SU_TR	21.10	87.05
tblVehicleTrips	WD_TR	37.75	87.05

2.0 Emissions Summary

Existing - Westgate West Costco Warehouse - Santa Clara County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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)

Existing - Westgate West Costco Warehouse - Santa Clara County, Annual

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

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6555	5.0000e-005	5.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.8600e-003	9.8600e-003	3.0000e-005	0.0000	0.0105
Energy	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	161.6285	161.6285	0.0241	3.2000e-003	163.1856
Mobile	4.8684	6.7789	41.6720	0.0937	7.6914	0.0782	7.7696	1.9212	0.0733	1.9944	0.0000	8,699.4732	8,699.4732	0.5500	0.5279	8,870.5283
Waste						0.0000	0.0000		0.0000	0.0000	29.8417	0.0000	29.8417	1.7636	0.0000	73.9316
Water						0.0000	0.0000		0.0000	0.0000	3.2902	7.1116	10.4018	0.3391	8.1200e-003	21.2997
Total	**5.5257**	**6.7950**	**41.6906**	**0.0938**	**7.6914**	**0.0795**	**7.7709**	**1.9212**	**0.0745**	**1.9957**	**33.1319**	**8,868.2232**	**8,901.3551**	**2.6768**	**0.5392**	**9,128.9557**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6555	5.0000e-005	5.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.8600e-003	9.8600e-003	3.0000e-005	0.0000	0.0105
Energy	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	161.6285	161.6285	0.0241	3.2000e-003	163.1856
Mobile	4.8684	6.7789	41.6720	0.0937	7.6914	0.0782	7.7696	1.9212	0.0733	1.9944	0.0000	8,699.4732	8,699.4732	0.5500	0.5279	8,870.5283
Waste						0.0000	0.0000		0.0000	0.0000	29.8417	0.0000	29.8417	1.7636	0.0000	73.9316
Water						0.0000	0.0000		0.0000	0.0000	3.2902	7.1116	10.4018	0.3391	8.1200e-003	21.2997
Total	**5.5257**	**6.7950**	**41.6906**	**0.0938**	**7.6914**	**0.0795**	**7.7709**	**1.9212**	**0.0745**	**1.9957**	**33.1319**	**8,868.2232**	**8,901.3551**	**2.6768**	**0.5392**	**9,128.9557**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Demolition	Demolition	2/1/2024	1/31/2024	5	0	

Acres of Grading (Site Preparation Phase): 0

Existing - Westgate West Costco Warehouse - Santa Clara County, Annual

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 9.46

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition			0.00	0.00	10.80	7.30				

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction Off-Site

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

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

3.2 Demolition - 2024

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.8684	6.7789	41.6720	0.0937	7.6914	0.0782	7.7696	1.9212	0.0733	1.9944	0.0000	8,699.4732	8,699.4732	0.5500	0.5279	8,870.5283
Unmitigated	4.8684	6.7789	41.6720	0.0937	7.6914	0.0782	7.7696	1.9212	0.0733	1.9944	0.0000	8,699.4732	8,699.4732	0.5500	0.5279	8,870.5283

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	12,187.70	12,187.70	12187.70	22,575,003	22,575,003
Total	12,187.70	12,187.70	12,187.70	22,575,003	22,575,003

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	66	0	34

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.552038	0.039273	0.220390	0.117770	0.023248	0.005648	0.011015	0.022685	0.001832	0.001285	0.003580	0.000526	0.000709
Parking Lot	0.552038	0.039273	0.220390	0.117770	0.023248	0.005648	0.011015	0.022685	0.001832	0.001285	0.003580	0.000526	0.000709

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

Regional Shopping Center	0.552038	0.039273	0.220390	0.117770	0.023248	0.005648	0.011015	0.022685	0.001832	0.001285	0.003580	0.000526	0.000709

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	144.1455	144.1455	0.0238	2.8800e-003	145.5987
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	144.1455	144.1455	0.0238	2.8800e-003	145.5987
NaturalGas Mitigated	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4830	17.4830	3.4000e-004	3.2000e-004	17.5869
NaturalGas Unmitigated	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4830	17.4830	3.4000e-004	3.2000e-004	17.5869

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	327619	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4830	17.4830	3.4000e-004	3.2000e-004	17.5869
Total		**1.7700e-003**	**0.0161**	**0.0135**	**1.0000e-004**		**1.2200e-003**	**1.2200e-003**		**1.2200e-003**	**1.2200e-003**	**0.0000**	**17.4830**	**17.4830**	**3.4000e-004**	**3.2000e-004**	**17.5869**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	327619	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	17.4830	17.4830	3.4000e-004	3.2000e-004	17.5869
Total		**1.7700e-003**	**0.0161**	**0.0135**	**1.0000e-004**		**1.2200e-003**	**1.2200e-003**		**1.2200e-003**	**1.2200e-003**	**0.0000**	**17.4830**	**17.4830**	**3.4000e-004**	**3.2000e-004**	**17.5869**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	133693	12.1327	2.0000e-003	2.4000e-004	12.2550
Regional Shopping Center	1.45468e+006	132.0128	0.0218	2.6400e-003	133.3437
Total		**144.1455**	**0.0238**	**2.8800e-003**	**145.5987**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	133693	12.1327	2.0000e-003	2.4000e-004	12.2550
Regional Shopping Center	1.45468e+006	132.0128	0.0218	2.6400e-003	133.3437
Total		**144.1455**	**0.0238**	**2.8800e-003**	**145.5987**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6555	5.0000e-005	5.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.8600e-003	9.8600e-003	3.0000e-005	0.0000	0.0105
Unmitigated	0.6555	5.0000e-005	5.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.8600e-003	9.8600e-003	3.0000e-005	0.0000	0.0105

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	0.0816					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5734					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.7000e-004	5.0000e-005	5.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.8600e-003	9.8600e-003	3.0000e-005	0.0000	0.0105
Total	**0.6555**	**5.0000e-005**	**5.0800e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**9.8600e-003**	**9.8600e-003**	**3.0000e-005**	**0.0000**	**0.0105**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0816					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5734					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.7000e-004	5.0000e-005	5.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.8600e-003	9.8600e-003	3.0000e-005	0.0000	0.0105
Total	**0.6555**	**5.0000e-005**	**5.0800e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**9.8600e-003**	**9.8600e-003**	**3.0000e-005**	**0.0000**	**0.0105**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.4018	0.3391	8.1200e-003	21.2997
Unmitigated	10.4018	0.3391	8.1200e-003	21.2997

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	10.3709 / 6.35635	10.4018	0.3391	8.1200e-003	21.2997
Total		**10.4018**	**0.3391**	**8.1200e-003**	**21.2997**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	10.3709 / 6.35635	10.4018	0.3391	8.1200e-003	21.2997
Total		**10.4018**	**0.3391**	**8.1200e-003**	**21.2997**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	29.8417	1.7636	0.0000	73.9316
Unmitigated	29.8417	1.7636	0.0000	73.9316

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	147.01	29.8417	1.7636	0.0000	73.9316
Total		**29.8417**	**1.7636**	**0.0000**	**73.9316**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	147.01	29.8417	1.7636	0.0000	73.9316
Total		**29.8417**	**1.7636**	**0.0000**	**73.9316**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

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

11.0 Vegetation

APPENDIX B
OPERATIONAL MOBILE SOURCE EMISSIONS CALCULATIONS

Table B-1. Trip Lengths and Vehicle Miles Traveled by Delivery Trucks
Westgate West Costco Project
San Jose, California

Trip Type	Average One-Way Trip Length[1]	Average Daily Trips (one-way trips/day)[2]	Average Daily VMT[3] (miles/day)	Annual Average Trips[4] (one-way trips/year)	Annual Average VMT[3] (miles/year)
Warehouse Delivery Trucks (Tracy Depot, Dry and Wet)	54.3	5	286	1,920	104,251
Warehouse Delivery Trucks (Local/Regional Vendors)	18.2	15	279	5,592	101,715

Notes:

[1] Average one-way trip lengths for warehouse delivery trucks are based on Project-specific data provided by Kittelson & Associates.

[2] Average daily trips are based on Project-specific data provided by Kittelson & Associates.

[3] Average VMT estimated as a product of average trip length and number of trips presented in this table.

[4] Annual average trips estimated assuming 365 days per year.

Abbreviations:

VMT - vehicle miles traveled

Table B-2. Delivery Truck Greenhouse Gas Emission Factors
Westgate West Costco Project
San Jose, California

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EMFAC Vehicle Class	Fuel	EMFAC VMT Output[2] (miles/day)	EMFAC Vehicle Trips Output[2] (trips/day)	Emission Process	EMFAC Emissions Output[2] (tons/day)			Emission Factor[3] (grams/mile), (grams/idle-minute)		
					CO_2	N_2O	CH_4	CO_2	N_2O	CH_4
HHDT	Dsl	1,008,964	127,877	Running Exhaust	1,789	0.3	0.0	1,609	0.3	0.001
				Idling[4]	--	--	--	90.8	0	0.002

Notes:

[1] Delivery trucks are assumed to be diesel-fueled HHDT.

[2] Data obtained from EMFAC2021 for default emissions activity.

[3] Emission factors for running exhaust are estimated as a ratio of the EMFAC emissions output and EMFAC VMT output. Running exhaust emission factors are in units of grams per mile. Idling emission factors are in units of grams per idle-minute. Starting exhaust emissions in EMFAC for diesel HHDT are zero and are not shown.

[4] Data obtained from EMFAC2021 project-level output.

Abbreviations:

CH_4 - methane
CO_2 - carbon dioxide
Dsl - Diesel
EMFAC - EMission FACtors model
HHDT - heavy heavy-duty truck
N_2O - nitrous oxide
VMT - vehicle miles traveled

Table B-3. Annual Greenhouse Gas Emission Estimates for Delivery Trucks
Westgate West Costco Project
San Jose, California

Mobile Source Activity	Trip Distance[1] (miles)	Annual Average Trips[1] (one-way trips/year)	Annual Average VMT[1] (miles/year)	Idle Duration[2] (minutes/ round trip)	GHG Emissions[3] (MT/year)			
					CO_2	N_2O	CH_4	CO_2e[4]
Warehouse Delivery Trucks (Tracy Depot, Dry and Wet)	54.3	1,920	104,251	5	168.2	0.0	0.0	176.0
Warehouse Delivery Trucks (Local/Regional Vendors)	18.2	5,592	101,715	5	164.9	0.0	0.0	172.6
Total Emissions					**333.1**	**0.1**	**0.0**	**348.6**

Notes

[1] Data obtained from Table B-1.

[2] The idling calculation represents compliance with CARB ATCM.

[3] GHG emissions include running exhaust and idling exhaust. Emissions were estimated using emission factors from Table B-2 along with annual VMT, annual trips, and idle duration.

[4] CO_2e was estimated using the IPCC Fourth Assessment Report global warming potentials of CO_2, CH_4, and N_2O, which are 1, 25, and 298 respectively.

Abbreviations:

ATCM - Airborne Toxic Control Measures
CARB - California Air Resources Board
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
IPCC - Intergovernmental Panel on Climate Change
MT - metric tonnes
N_2O - nitrous oxide
VMT - vehicle miles traveled

APPENDIX C
GHG CONSISTENCY

Table C-1. Consistency with 2022 CARB Scoping Plan Update
Westgate West Costco Project
San Jose, California

Priority Areas	Priority GHG Reduction Strategies	Consistency
Transportation Electrification	Convert local government fleets to ZEVs and provide EV charging at public sites	**Not Applicable.** This is a strategy for local government fleets/public sites, so it is not applicable to an individual project.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)	**Not Applicable.** While this is a stategy that a City would implement rather than an individual project, the project does plan to have EV charging on-site.
VMT Reduction	Reduce or eliminate minimum parking standards	**Not Applicable.** This is a stategy that a City would implement rather than an individual project.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements	**Consistent.** At the Lawrence Expressway/site access signalized intersection, the project would upgrade existing pedestrian crossings for ADA compliance. The project would provide pedestrian pathways within the site development, improve the existing pedestrian path along Lawrence Expressway between the site access and Graves Avenue, and install a new marked crosswalk on Graves Avenue connecting the Westgate West shopping center, of which the project is a part, to the residential neighborhood to the north.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.	**Consistent.** The project would create new jobs, and is located adjacent to a VTA bus stop, therefore placing jobs that are accessible via public transit. Additionally the project is located adjacent to homes, therefore the project would provide retail and jobs near a housing-rich area served by the VTA bus line. Lastly, the Project would provide transit subidies to employees.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking	**Consistent.** The project would provide on-site bicycle parking to contribute to the overall bicycle parking provided within the Westgate West shopping center. The project would improve the existing pedestrian path along Lawrence Expressway between the site access and Graves Avenue, and it would install a new marked crosswalk on Graves Avenue connecting the shopping center to the residential neighborhood to the north.
	Implement parking pricing or transportation demand management pricing strategies	**Consistent.** The project has been evaluated for daily VMT and has been found to reduce regional daily VMT. The project would implement the following employee TDM-reducing strategies: provide transit incentives and encourage employee carpooling.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)	**Not Applicable.** This is a strategy that is outside of the control of the Project.
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements)	**Consistent.** The Project is an infill development.

Table C-1. Consistency with 2022 CARB Scoping Plan Update
Westgate West Costco Project
San Jose, California

Priority Areas	Priority GHG Reduction Strategies	Consistency
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses	**Not Applicable.** The adoption of reach codes is outside of the control of the Project.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)	**Consistent.** The Project would be new development on infill land, not a retrofit of an existing building. However, the Project plans to implement a number of measures to minimize energy usage. This project will meet the California Green Building Code requirements which includes a number of green building practices to reduce energy use. These practices include the use of pre-manufactured metal wall panels with insulation that carry a higher R-Value and greater solar reflectivity to help conserve energy as compared to other materials. Building heat absorption is further reduced by a decrease in the thermal mass of the metal wall when compared to a typical masonry block wall. High-efficiency restroom fixtures will achieve a 40% decrease and water savings over U.S. standards. This will save energy through reduction of water usage which uses energy to pump the water. Additionally, the gas water heaters are direct vent and 94% efficient or greater.
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances	
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)	**Consistent.** As noted in the GHG report, the project is expected to result in net negative GHG emissions compared to baseline conditions and thus the GHG impact is less than significant. Nevertheless, the Project proponent has committed to the community "Solar Choice" program with PG&E, which is PG&E's program to provide 100% solar to customers. Thus, while on-site power generation is not part of the Project, the net negative GHG emissions inventory and commitment to the community solar choice program addresses the GHG emissions for the Project.
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings)	

Abbreviations:
ADA - Americans with Disabilities Act
CARB - California Air Resources Board
EV - electric vehicle
GHG - greenhouse gas
PG&E - Pacific Gas and Electric Company
TDM - transportation demand management
U.S. - United States
VMT - vehicle miles traveled
VTA - Santa Clara Valley Transportation Authority
ZEV - zero emission vehicle

Table C-2. Consistency with MTC/ABAG Regional Transportation Plan/Sustainable Communities Strategy
Westgate West Costco Project
San Jose, California

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Strategy	Goal	Objective	Consistency Analysis
Housing Strategies	Protect and Preserve Affordable Housing	**H1. Further strengthen renter protections beyond state law**. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	**Not Applicable.**
		H2. Preserve existing affordable housing. Acquire homes currently affordable to low and middle-income residents for preservation as permanently deed-restricted affordable housing.	
	Spur Housing Production for Residents of All Income Levels	**H3. Allow a greater mix of housing densities and types in Growth Geographies.** Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas and select High-Resource Areas.	
		H4. Build adequate affordable housing to ensure homes for all. Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.	
		H5. Integrate affordable housing into all major housing projects. Require a baseline of 10-20% of new market-rate housing developments of five units or more to be affordable to low-income households.	
		H6. Transform aging malls and office parks into neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels.	
	Create Inclusive Communities	**H7. Provide targeted mortgage, rental and small business assistance to Equity Priority Communities.** Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.	
		H8. Accelerate reuse of public and community-owned land for mixed-income housing and essential services. Help public agencies, community land trusts and other non-profit landowners accelerate the development of mixed-income affordable housing	
Economic Strategies	Improve Economic Mobility	**EC1. Implement a statewide universal basic income.** Provide an average $500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending	**Not Applicable.**
		EC2. Expand job training and incubator programs. Fund assistance programs for establishing new businesses, as well as job training programs, primarily in historically disinvested communities	
		EC3. Invest in high-speed internet in underserved low-income communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.	
	Shift the Location of Jobs	**EC4. Allow greater commercial densities in Growth Geographies.** Allow greater densities for new commercial development in select Priority Development Areas and Transit-Rich Areas to encourage more jobs to locate near public transit.	**Consistent.** The project would create new jobs, and is located adjacent to a VTA bus stop, therefore placing jobs that are accessible via public transit. The project would provide rooftop parking to reduce the land area dedicated to parking and increase the land area dedicated to employment.
		EC5. Provide incentives to employers to shift jobs to housing-rich areas well served by transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.	**Consistent.** The project would create new jobs, and is located adjacent to a VTA bus stop, therefore placing jobs that are accessible via public transit. Additionally the project is located adjacent to homes, therefore the project would provide retail and jobs near a housing-rich area served by the VTA bus line.
		EC6. Retain and invest in key industrial lands. Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas	**Not Applicable.**
Transportation Strategies	Maintain and Optimize the Existing System	**T1. Restore, operate and maintain the existing system.** Commit to operate and maintain the Bay Area's roads and transit infrastructure while reversing pandemic-related cuts to total transit service hours.	**Not Applicable.**
		T2. Support community-led transportation enhancements in Equity Priority Communities. Provide direct funding to historically marginalized communities for locally identified transportation needs.	
		T3. Enable a seamless mobility experience. Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning while requiring schedule coordination at timed transfer hubs.	
		T4. Reform regional transit fare policy. Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.	
		T5. Implement per-mile tolling on congested freeways with transit alternatives. Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel; and reinvest excess revenues into transit alternatives in the corridor.	
		T6. Improve interchanges and address highway bottlenecks. Rebuild interchanges and widen key highway bottlenecks to achieve short- to medium-term congestion relief.	
		T7. Advance other regional programs and local priorities. Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials and local streets.	

Strategy	Goal	Objective	Consistency Analysis
Transportation Strategies *(Continued)*	Create Healthy and Safe Streets	**T8. Build a Complete Streets network.** Enhance streets to promote walking, biking and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.	**Consistent.** At the Lawrence Expressway/site access signalized intersection, the project would upgrade existing pedestrian crossings for ADA compliance. The project would provide pedestrian pathways within the site development, improve the existing pedestrian path along Lawrence Expressway between the site access and Graves Avenue, and install a new marked crosswalk on Graves Avenue connecting the Westgate West shopping center, of which the project is a part, to the residential neighborhood to the north.
		T9. Advance regional Vision Zero policy through street design and reduced speeds. Reduce speed limits to between 20 and 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.	**Not Applicable.**
	Build a Next-Generation Transit Network	**T10. Enhance local transit frequency, capacity and reliability.** Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions, and frequency increases focused in lower-income communities.	**Consistent.** The project is a commercial land use development and does not entail design of new transportation facilities. However, the Project is located adjacent to VTA bus stops which connect to the largest Bay Area transit network and encourages use of these resources to commute to the project.
		T11. Expand and modernize the regional rail network. Better connect communities while increasing frequencies by advancing the Link21 new transbay rail crossing, BART to Silicon Valley Phase 2, Valley Link, Caltrain Downtown Rail Extension and Caltrain/High-Speed Rail grade separations, among other projects.	
		T12. Build an integrated regional express lanes and express bus network. Complete the buildout of the regional express lanes network to provide uncongested freeway lanes for new and improved express bus services, carpools and toll-paying solo drivers.	**Not Applicable.**
Environmental Strategies	Reduce Risks From Hazards	**EN1. Adapt to sea level rise.** Protect shoreline communities affected by sea level rise, prioritizing low-cost, high-benefit solutions and providing additional support to vulnerable populations.	**Not Applicable.**
		EN2. Provide means-based financial support to retrofit existing residential buildings. Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.	
		EN3. Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings. Support electrification and resilient power system upgrades in all public and commercial buildings.	
	Expand Access to Parks and Open Space	**EN4. Maintain urban growth boundaries.** Using urban growth boundaries and other existing environmental protections, focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.	**Consistent.** The Project would not conflict with implementation of this goal. The project is new construction in an existing Neighborhood / Community Commercial land use designation.
		EN5. Protect and manage high-value conservation lands. Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including but not limited to, Priority Conservation Areas and wildland-urban interface areas.	**Not Applicable.**
		EN6. Modernize and expand parks, trails and recreation facilities. Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people of all backgrounds, abilities and ages to enjoy.	**Not Applicable.**
	Reduce Climate Emissions	**EN7. Expand commute trip reduction programs at major employers.** Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of telecommuting, transit, walking and/or bicycling.	**Consistent.** Although this goal is not applicable to an individual commercial development project, the Project is adjacent to multiple VTA bus stops, therefore the Project would create jobs that are accessible via public transit. Additionally, the Project will provide transit incentives to employees, encourage employee carpooling and provide on-site bicycle parking.
		EN8. Expand clean vehicle initiatives. Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.	**Consistent.** The Project would not conflict with implementation of this goal. Additionally, all Costco trucks are equipped with engine idle shut off timers which helps to reduce emissions, and deliveries are made in full trucks. Distribution facilities are strategically located to minimize miles traveled for delivery. These measures help to reduce emissions associated with delivery trucks.
		EN9. Expand transportation demand management initiatives. Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.	**Consistent.** The Project would implement the following employee TDM-reducing strategies: provide transit incentives and encourage employee carpooling**.** Additionally, the Project would provide on-site bicycle parking to contribute to the overall bicycle parking provided within the Westgate West shopping center.

Abbreviations:
AQ - air quality
BART - Bay Area Rapid Transit
TDM - Transportation Demand Management
VTA - Santa Clara Valley Transportation Authority

DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT

Purpose of the Compliance Checklist

In 2020, the City adopted a Greenhouse Gas Reduction Strategy (GHGRS) that outlines the actions the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions for the interim target year 2030. The purpose of the Greenhouse Gas Reduction Strategy Compliance Checklist (Checklist) is to:

- Implement GHG reduction strategies from the 2030 GHGRS to new development projects.
- Provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

The 2030 GHGRS presents the City's comprehensive path to reduce GHG emissions to achieve the 2030 reduction target, based on SB 32, BAAQMD, and OPR. Additionally, the 2030 GHGRS leverages other important City plans and policies; including the General Plan, Climate Smart San José, and the City Municipal Code in identifying reductions strategies that achieve the City's target. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases. Accordingly, the City of San José's 2030 GHGRS represents San José's qualified climate action plan in compliance with CEQA.

As described in the 2030 GHGRS, these GHG reductions will occur through a combination of City initiatives in various plans and policies and will provide reductions from both existing and new developments. This Compliance Checklist specifically applies to proposed discretionary projects that require environmental review pursuant to CEQA. Therefore, the Checklist is a critical implementation tool in the City's overall strategy to reduce GHG emissions. Implementation of applicable reduction actions in new development projects will help the City achieve incremental reductions toward its target. Per the 2030 GHGRS, the City will monitor strategy implementation and make updates, as necessary, to maintain an appropriate trajectory to the 2030 GHG target.

Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the GHGRS.

Instructions for Compliance Checklist

Applicants shall complete the following sections to demonstrate conformance with the City of San José 2030 Greenhouse Gas Reduction Strategy for the proposed project. All projects must complete Section A. General Plan Policy Conformance and Section B. Greenhouse Gas Reduction Strategies. Projects that propose alternative GHG mitigation measures must also complete Section C. Alternative Project Measures and Additional GHG Reductions.

A. General Plan Policy Compliance

Projects need to demonstrate consistency with the Envision San José 2040 General Plan's relevant policies for Land Use & Design, Transportation, Green Building, and Water Conservation, enumerated in Table A. All applicants shall complete the following steps.

1. Complete Table A, Item #1 to demonstrate the project's consistency with the General Plan Land Use and Circulation Diagram.

2. Complete Table A, Items #2 through #4 to demonstrate the project's consistency with General Plan policies[1] related to green building; pedestrian, bicycle & transit site design; and water conservation and urban forestry, as applicable. For each policy listed, mark the relevant yes/no check boxes to indicate project consistency, and provide a qualitative description of how the policy is implemented in the proposed project or why the policy is not applicable to the proposed project. Qualitative descriptions can be included in Table A or provided as separate attachments. This explanation will provide the basis for analysis in the CEQA document.

B. Greenhouse Gas Reduction Strategies

Table B identifies the GHGRS strategies and recommended consistency options. Projects need to demonstrate consistency with the GHGRS reduction strategies listed in Table B or document why the strategies are not applicable or are infeasible. The corresponding GHGRS strategies are indicated in the table to provide additional context, with the full text of the strategies preceding Table B.

Residential projects must complete Table B, Part 1 and 2; Non-residential projects must complete Table B, Part 2 only. All applicants shall complete the following steps for Table B.

1. Review the project consistency options described in the column titled 'GHGRS Strategy and Consistency Options'.

2. Use the check boxes in the column titled "Project Conformance" to indicate if the strategy is 'Proposed', 'Not Applicable', 'Not Feasible', or if there is an 'Alternative Measure Proposed'.

[1] The lists in items # 2-4 do not represent all General Plan policies but allow projects to demonstrate consistency and achievement of policies that are related to quantified reduction estimates in the 2030 GHGRS.

3. Provide a qualitative analysis of the proposed project's compliance with the GHGRS strategies in the column titled "Description of Project Measure". This will be the basis for CEQA analysis to demonstrate compliance with the 2030 GHGRS and by extension, with SB 32. The qualitative analysis should provide:

    a. A description of which consistency options are included as part of the proposed project, or

    b. A description of why the strategy is not applicable to the proposed project, or

    c. A description of why the consistency options are infeasible. If applicants select 'Not Feasible' or 'Alternative Measure Proposed', they must complete Table C to document what alternative project measures will be implemented to achieve a similar level of greenhouse gas reduction and how those reduction estimates were calculated.

C. Alternative Project Measures and Additional GHG Reductions

Projects that propose alternative GHG mitigation measures to those identified in Table B or propose to include additional GHG mitigation measures beyond those described in Tables A and B, shall provide a summary explanation of the proposed measures and demonstrate efficiency or greenhouse gas reductions achievable though the proposed measures. Documentation for these alternative or additional project measures shall be documented in Table C. Any applicants who select 'Not Feasible' or 'Alternative Measure Proposed' in Table B must complete the following steps for Table C.

1. In the column titled "Description of Proposed Measure" provide a qualitative description of what measure will be implemented, why it is proposed, and how it will reduce GHG emissions.

2. In the column titled "Description of GHG Reduction Estimate" demonstrate how the alternative project measure would achieve the same or greater level of greenhouse gas reductions as the GHGRS strategy it replaces. Documentation or calculation files can be attached separately.

3. In the column titled "Proposed Measure Implementation" identify how the measure will be implemented: incorporated as part of the project design or as an additional measure that is not part of the project (e.g., purchase of carbon offsets).

Compliance Checklist

Evaluation of Project Conformance with the 2030 Greenhouse Gas Reduction Strategy

Table A: General Plan Consistency

Development Type: ☒ Commercial ☐ Residential ☐ Office ☐ Other: Specify

1) Consistency with the Land Use/Transportation Diagram (Land Use and Density)	Yes	No
Is the proposed Project consistent with the Land Use/Transportation Diagram?	☒	☐
If not, and the proposed project includes a General Plan Amendment, does the proposed amendment decrease GHG emissions (in absolute terms or per capita, per employee, per service population) below the level assumed in the GHGRS based on the existing planned land use? (The project could have a higher density, mix of uses, or other features that would reduce GHG emissions compared to the planned land use).[2]	☐	☐
If not, would the proposed project and the General Plan Amendment increase GHG emissions (in absolute terms or per capita, per employee, per service population)? Project is not consistent with GHGRS and further modeling will be required to determine if additional mitigation measures are necessary.	☐	☐

Response documentation: *[Either here or as an attachment]*

The Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation for the subject site is Neighborhood / Community Commercial. This land use designation is intended for neighborhood-serving retail uses that have a strong connection to provide services and amenities for the nearby community.

[2] For example, a General Plan Amendment to change use from single-family residential to multi-family residential or a General Plan Amendment to change the use from regional-serving commercial to mixed-use urban in a transit-served area might reduce travel demand, and therefore GHG emissions from mobile sources.

2) Implementation of Green Building Measures	Yes	No
***MS-2.2**: Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.*	☐	☐
Not applicable	☒	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] As noted in the GHG report, the project is expected to result in net negative GHG emissions compared to baseline conditions and thus the GHG impact is less than significant. Nevertheless, the Project proponent has committed to the community "Solar Choice" program with PG&E, which is PG&E's program to provide 100% solar to customers. Thus, while on-site power generation is not part of the Project, the net negative GHG emissions inventory and commitment to the community solar choice program addresses the GHG emissions for the Project.		
***MS-2.3**: Encourage consideration of solar orientation, including building placement, landscaping, design and construction techniques for new construction to minimize energy consumption.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] To minimize energy usage, a number of project design features will be implemented. This project will meet the California Green Building Code requirements which includes a number of green building practices to reduce energy use. These practices include the use of pre-manufactured metal wall panels with insulation that carry a higher R-Value and greater solar reflectivity to help conserve energy as compared to other materials. Building heat absorption is further reduced by a decrease in the thermal mass of the metal wall when compared to a typical masonry block wall. High-efficiency restroom fixtures will achieve a 40% decrease and water savings over U.S. standards. This will save energy through reduction of water usage which uses energy to pump the water. Additionally, the gas water heaters are direct vent and 94% efficient or greater.		
***MS-2.7**: Encourage the installation of solar panels or other clean energy power generation sources over parking areas.*	☐	☐
Not applicable	☒	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] As noted in the GHG report, the project is expected to result in net negative GHG emissions compared to baseline conditions and thus the GHG impact is less than significant. Nevertheless, the Project proponent has committed to the community "Solar Choice" program with PG&E, which is PG&E's program to provide 100% solar to customers. Thus, while on-site power generation is not part of the Project, the net negative GHG emissions inventory and commitment to the community solar choice program addresses the GHG emissions for the Project.		
***MS-2.11**: Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] This project will meet the California Green Building Code requirements which includes a number of green building practices to reduce energy use. These practices include the use of pre-manufactured metal wall panels with insulation that carry a higher R-Value and greater solar reflectivity to help conserve energy as compared to other materials. Building heat absorption is further reduced by a decrease in the thermal mass of the metal wall when compared to a typical masonry block wall.		
***MS-16.2**: Promote neighborhood-based distributed clean/renewable energy generation to improve local energy security and to reduce the amount of energy wasted in transmitting electricity over long distances.*	☐	☐
Not applicable	☒	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] The scope of the project is not of sufficient scale to warrant the development of a neighborhood-based distributed energy generation.		

3) Pedestrian, Bicycle & Transit Site Design Measures	Yes	No
***CD-2.1**: Promote the Circulation Goals and Policies in the Envision San José 2040 General Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of the Envision San José 2040 General Plan.*		
a) Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.	☒	☐
b) Create a comfortable and safe pedestrian environment by implementing wider sidewalks, shade structures, attractive street furniture, street trees, reduced traffic speeds, pedestrian-oriented lighting, mid-block pedestrian crossings, pedestrian-activated crossing lights, bulb-outs and curb extensions at intersections, and on-street parking that buffers pedestrians from vehicles.	☒	☐
c) Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand Management strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Encourage de-coupled parking to ensure that the value and cost of parking are considered in real estate and business transactions.	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
At the Lawrence Exwy/site access signalized intersection, the project would upgrade existing pedestrian crossings for ADA compliance. The project would provide pedestrian pathways within the site development, improve the existing pedestrian path along Lawrence Exwy between the site access and Graves Ave, and install a new marked crosswalk on Graves Ave connecting the Westgate West shopping center, of which the project is a part, to the residential neighborhood to the north. The project would provide rooftop parking to reduce the land area dedicated to parking and increase the land area dedicated to employment.		
***CD-2.5**: Integrate Green Building Goals and Policies of the Envision San José 2040 General Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
Project features that integrate Green Building Goals and Policies include reduction of existing impervious structures, clustering structures/ pavement, creating new pervious area (landscaping), and installation of bioretention basins along the reconfigured driveway to help filter stormwater.		

	Yes	No
***CD-2.11**: Within the Downtown and Urban Village Overlay areas, consistent with the minimum density requirements of the pertaining Land Use/Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks, above parking structures.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] The project would provide rooftop parking to reduce the land area dedicated to parking while fulfilling the parking requirement.		
***CD-3.2**: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.*	☐	☐
Not applicable	☒	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] The project is a commercial land use development and does not entail design of new transportation facilities.		
***CD-3.4**: Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.*	☒	☐
Not applicable	☐	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] The project would provide pedestrian pathways within the site development connecting to the internal pedestrian network within the Westgate West shopping center, thereby connecting to accesses to adjacent parcels, adjacent sidewalk, and transit stops on Prospect Rd.		
***LU-3.5**: Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.*	☐	☐
Not applicable	☒	☐
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] The project is not located in Downtown San Jose.		

	Yes	No
TR-2.8: *Require new development to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]

The project would provide on-site bicycle parking to contribute to the overall bicycle parking provided within the Westgate West shopping center. The project would improve the existing pedestrian path along Lawrence Exwy between the site access and Graves Ave, and it would install a new marked crosswalk on Graves Ave connecting the shopping center to the residential neighborhood to the north.

TR-7.1: *Require large employers to develop TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies, transit incentives and other measures.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]

The project has been evaluated for daily VMT and has been found to reduce regional daily VMT. The project would implement the following employee TDM-reducing strategies: provide transit incentives and encourage employee carpooling.

TR-8.5: *Promote participation in car share programs to minimize the need for parking spaces in new and existing development.*	☐	☐
Not applicable	☒	☐

Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]

The project is a commercial development and attracts trips from other land uses rather than having trips originate from the project site. As an attractor of trips, car sharing programs would not adequately serve the transportation patterns of this land use since people must first travel to the site via their travel mode of choice.

4) Water Conservation and Urban Forestry Measures	Yes	No
MS-3.1*: Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial and developer-installed residential development unless for recreation needs or other area functions.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]

The irrigation system will be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and insure deeply rooted plant material while avoiding excess water application. The irrigation system includes the use of deep root watering bubblers for parking lot trees to minimize usage and ensure that water goes directly to the intended planting areas.

The system will be programmable, allowing operation during late night and or early morning hours, with multiple start times and cycles. The system will interface with a weather based sensor that will adjust the amount of water applied to the plant material based on daily weather conditions. Irrigation materials specified for the site will be selected on the basis of durability and ease of maintenance. Landscape irrigation will comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO).

	Yes	No
***MS-3.2**: Promote the use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]

The use of high-efficiency restroom fixtures can achieve a 40% decrease and water savings over U.S. Standards, thus helping to reduce the depletion of the City's water supply.

***MS-19.4**: Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]

The project has not found that the use of recycled water is cost-effective. The Project's planned irrigation already uses a sophisticated drip system that reduces the water needs of the Project site through a low flow, point source irrigation system equipped with a weather-based smart controller.

***MS-21.3**: Ensure that San José's Community Forest is comprised of species that have low water requirements and are well adapted to its Mediterranean climate. Select and plant diverse species to prevent monocultures that are vulnerable to pest invasions. Furthermore, consider the appropriate placement of tree species and their lifespan to ensure the perpetuation of the Community Forest.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]

The project will include the planting of mostly low-water use trees (with some moderate water use trees), and a variety of trees will be planted in order to prevent monocultures. A substantial amount of the proposed plant material for the project site is climate adapted to the region and will use less water than other common species.

***MS-26.1**: As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]

The project will exceed the shade tree requirement per the 2019 California Green Building Standards Code (CALGreen) and will exceed the tree requirement per City of San Jose code. Therefore, the Project will exceed the City/State requirements. Project would include trees consistent with the City of San José tree ordinance (Chapter 13.32 of the Municipal Code).

	Yes	No
***ER-8.7**: Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]

There is a bioretention system planned that will provide stormwater quality pollution prevention through a filtration system in a landscaped area. This system will simultaneously provide irrigation to the landscaping in the biofiltration islands. This will not be the primary water source for the bioretention landscaped islands, but will supplement the irrigation. While the project will not install install rain barrels, cisterns, or other water storage and reuse facilities, the Project's commitments efficiently manage the use of water.

GHGRS Strategies

GHGRS #1: The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.

GHGRS #2: The City will implement its building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the city's new construction toward zero net carbon (ZNC) buildings.

GHGRS #3: The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José goal of becoming a one-gigawatt solar city.

GHGRS #4: The City will support a transition to building decarbonization through increased efficiency improvements in the existing building stock and reduced use of natural gas appliances and equipment.

GHGRS #5: As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.

GHGRS #6: The City will continue to be a partner in the Caltrain Modernization Project to enhance local transit opportunities while simultaneously improving the city's air quality.

GHGRS #7: The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.

Table B: 2030 Greenhouse Gas Reduction Strategy Compliance

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
PART 1: RESIDENTIAL PROJECTS ONLY		
Zero Net Carbon Residential Construction 1. Achieve/exceed the City's Reach Code, and 2. Exclude natural gas infrastructure in new construction, or 3. Install on-site renewable energy systems or participate in a community solar program to offset 100% of the project's estimated energy demand, or 4. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project until which time SJCE achieves 100% carbon-free electricity for all accounts. **Supports Strategies**: GHGRS #1, GHGRS #2, GHGRS #3	*Describe which, if any, project consistency options from the leftmost column you are implementing.* *OR,* *Describe why this strategy is not applicable to your project.* *OR,* *Describe why such measures are infeasible.* The project is not proposing residential construction, therefore this checklist item is N/A.	☐ Proposed ☒ Not Applicable ☐ Not Feasible* ☐ Alternative Measure Proposed ** The 2030 GHGRS assumed this strategy would be feasible for 50% of residential units constructed between 2020 and 2030.*
PART 2: RESIDENTIAL AND NON-RESIDENTIAL PROJECTS		
Renewable Energy Development 1. Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or 2. Participate in community solar programs to support development of renewable energy in the community, or 3. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project. **Supports Strategies**: GHGRS #1, GHGRS #3	*Describe which, if any, project consistency options from the leftmost column you are implementing.* *OR,* *Describe why this strategy is not applicable to your project.* *OR,* *Describe why such measures are infeasible.* As noted in the GHG report, the project is expected to result in net negative GHG emissions compared to baseline conditions and thus the GHG impact is less than significant. Nevertheless, the Project proponent has committed to the community "Solar Choice" program with PG&E, which is PG&E's program to provide 100% solar to customers. This program allows anyone to access solar energy regardless of their ability to install solar on their roof and the Project's economic support of this program will encourage increased access to this program in the community.	☐ See Part 1 (Residential projects only) ☒ Proposed ☐ Not Applicable ☐ Not Feasible ☐ Alternative Measure Proposed

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
Building Retrofits – Natural Gas[3] This strategy only applies to projects that include a retrofit of an existing building. If the proposed project does not include a retrofit, select "Not Applicable" in the Project Conformance column. 1. Replace an existing natural gas appliance with an electric alternative (e.g., space heater, water heater, clothes dryer), or 2. Replace an existing natural gas appliance with a high-efficiency model **Supports Strategies:** GHGRS #4	*Describe which, if any, project consistency options from the leftmost column you are implementing.* *OR,* *Describe why this strategy is not applicable to your project.* *OR,* *Describe why such measures are infeasible.* The Project is not a retrofit (existing buildings are being demolished, then re-built new).	☐ Proposed ☒ Not Applicable ☐ Not Feasible ☐ Alternative Measure Proposed
Zero Waste Goal 1. Provide space for organic waste (e.g., food scraps, yard waste) collection containers, and/or 2. Exceed the City's construction & demolition waste diversion requirement. **Supports Strategies:** GHGRS #5	*Describe which, if any, project consistency options from the leftmost column you are implementing.* *OR,* *Describe why this strategy is not applicable to your project.* *OR,* *Describe why such measures are infeasible.* Costco is committed to waste diversion, with numerous programs in place to achieve 80% waste diversion. Extensive recycling/reuse program is implemented for warehouse and office space including tires, cardboard, grease, plastics, and electronic waste. Use of plastic shopping bags is avoided. Suppliers are required to reduce packaging and consider alternative packaging solutions. The use of pre-manufactured building components, including structural framing and metal panels, helps to minimize waste during construction. Construction waste is recycled whenever possible	☒ Proposed ☐ Not Applicable ☐ Not Feasible ☐ Alternative Measure Proposed

[3] GHGRS Strategy #4 applies to existing building retrofits and not to new construction; Strategy #2 applies to new construction to reduce natural gas related GHG emissions

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
Caltrain Modernization 1. For projects located within ½ mile of a Caltrain station, establish a program through which to provide project tenants and/or residents with free or reduced Caltrain passes or 2. Develop a program that provides project tenants and/or residents with options to reduce their vehicle miles traveled (e.g., a TDM program), which could include transit passes, bike lockers and showers, or other strategies to reduce project related VMT. **Supports Strategies:** GHGRS #6	*Describe which, if any, project consistency options from the leftmost column you are implementing.* *OR,* *Describe why this strategy is not applicable to your project.* *OR,* *Describe why such measures are infeasible.* The project is not within 1/2 mile of a Caltrain station. Nevertheless, the project would provide transit subsidies to employees.	☐ Proposed ☒ Not Applicable ☐ Not Feasible ☐ Alternative Measure Proposed
Water Conservation 1. Install high-efficiency appliances/fixtures to reduce water use, and/or include water-sensitive landscape design, and/or 2. Provide access to reclaimed water for outdoor water use on the project site. **Supports Strategies:** GHGRS #7	*Describe which, if any, project consistency options from the leftmost column you are implementing.* *OR,* *Describe why this strategy is not applicable to your project.* *OR,* *Describe why such measures are infeasible.* High efficiency restroom water fixtures will be installed in the on-site restrooms that can achieve a 40% decrease and water savings over U.S. standards.	☒ Proposed ☐ Not Applicable ☐ Not Feasible ☐ Alternative Measure Proposed