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# **North Elsinore Business Park**

## **ENERGY ANALYSIS**

### **CITY OF LAKE ELSINORE**

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## **LIST OF ABBREVIATED TERMS**

%	Percent
(1)	Reference
AQIA	<i>North Elsinore Business Park Air Quality Impact Analysis</i>
BACM	Best Available Control Measures
BTU	British Thermal Units
CalEEMod	California Emissions Estimator Model
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Lake Elsinore
CPEP	Clean Power and Electrification Pathway
CPUC	California Public Utilities Commission
DMV	Department of Motor Vehicles
EIA	Energy Information Administration
EPA	Environmental Protection Agency
EMFAC	EMissions FACtor
FERC	Federal Energy Regulatory Commission
GHG	Greenhouse Gas
GWh	Gigawatt Hour
HHDT	Heavy-Heavy Duty Trucks
hp-hr-gal	Horsepower Hours Per Gallon
IEPR	Integrated Energy Policy Report
ISO	Independent Service Operator
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
kBTU	Thousand-British Thermal Units
kWh	Kilowatt Hour
LDA	Light Duty Auto
LDT1/LDT2	Light-Duty Trucks
LHDT1/LHDT2	Light-Heavy Duty Trucks
MDV	Medium Duty Trucks
MHDT	Medium-Heavy Duty Trucks
MMcfd	Million Cubic Feet Per Day
mpg	Miles Per Gallon

MPO	Metropolitan Planning Organization
PG&E	Pacific Gas and Electric
Project	North Elsinore Business Park
PV	Photovoltaic
SCAB	South Coast Air Basin
SCE	Southern California Edison
SDAB	San Diego Air Basin
sf	Square Feet
SoCalGas	Southern California Gas
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
U.S.	United States
VMT	Vehicle Miles Traveled

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## EXECUTIVE SUMMARY

### ES.1 SUMMARY OF FINDINGS

The results of this *North Elsinore Business Park Energy Analysis* is summarized below based on the significance criteria in Section 5 of this report consistent with Appendix G of the 2020 California Environmental Quality Act (CEQA) Statute and Guidelines (*CEQA Guidelines*) (1). Table ES-1 shows the findings of significance for potential energy impacts under CEQA.

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

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
Energy Impact #1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	5.0	<i>Less Than Significant</i>	<i>n/a</i>
Energy Impact #2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	5.0	<i>Less Than Significant</i>	<i>n/a</i>

### ES.2 PROJECT REQUIREMENTS

The Project would be required to comply with regulations imposed by the federal and state agencies that regulate energy use and consumption through various means and programs. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of energy usage include:

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)
- Integrated Energy Policy Report (IEPR)
- State of California Energy Plan
- California Code Title 24, Part 6, Energy Efficiency Standards
- AB 1493 Pavley Regulations and Fuel Efficiency Standards
- California’s Renewable Portfolio Standard (RPS)
- Clean Energy and Pollution Reduction Act of 2015 (SB 350)

Consistency with the above regulations is discussed in detail in section 5 of this report.



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# **1 INTRODUCTION**

This report presents the results of the energy analysis prepared by Urban Crossroads, Inc., for the proposed North Elsinore Business Park Project (Project). The purpose of this report is to ensure that energy implication is considered by the City of Lake Elsinore (Lead Agency), as the lead agency, and to quantify anticipated energy usage associated with construction and operation of the proposed Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and to emphasize avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

## **1.1 SITE LOCATION**

The proposed project is located north of north of Riverside Drive (State Route [SR] 74), east of Collier Avenue, and west of El Toro Road in the City of Lake Elsinore as shown on Exhibit 1-A. The nearest residential land uses are to the northeast and southwest of the Project site. The Temescal Canyon High School is located to the north of the Project site. The project is bordered by commercial land uses and the Interstate 15 to the north.

## **1.2 PROJECT DESCRIPTION**

The Project is to consist of the development of 93,255 square feet (sf) of general light industrial use within 12 Buildings as shown on Exhibit 1-B. It is anticipated that the Project will be developed in a single phase with an anticipated Opening Year of 2022.

This analysis is intended to describe energy usage associated with the expected operational activities at the Project site. This report assumes the Project will operate 24-hours daily for seven days per week. At the time this analysis was prepared, the future tenants of the proposed Project were unknown however any tenant would operate consistent with a warehouse.

EXHIBIT 1-A: LOCATION MAP

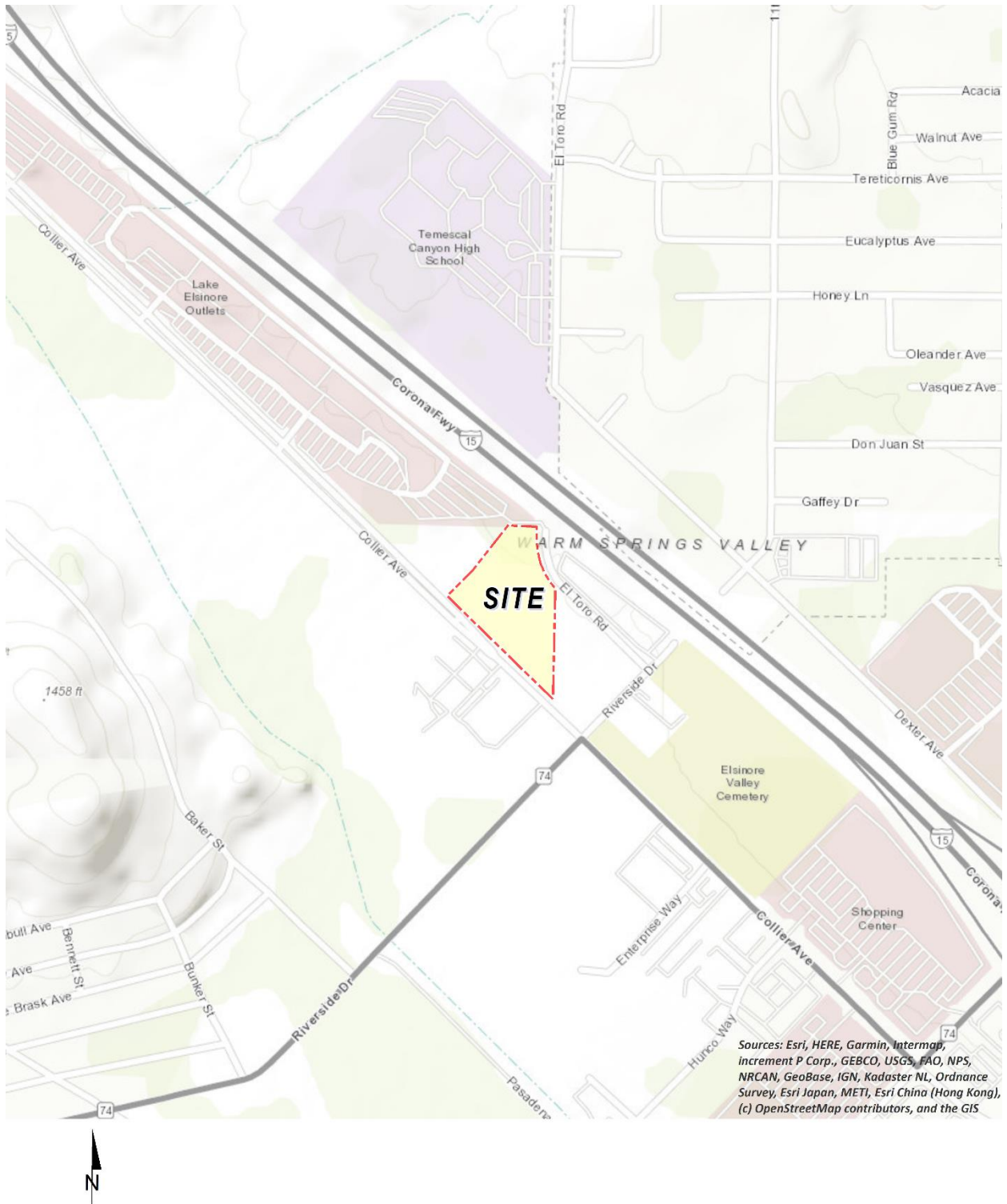
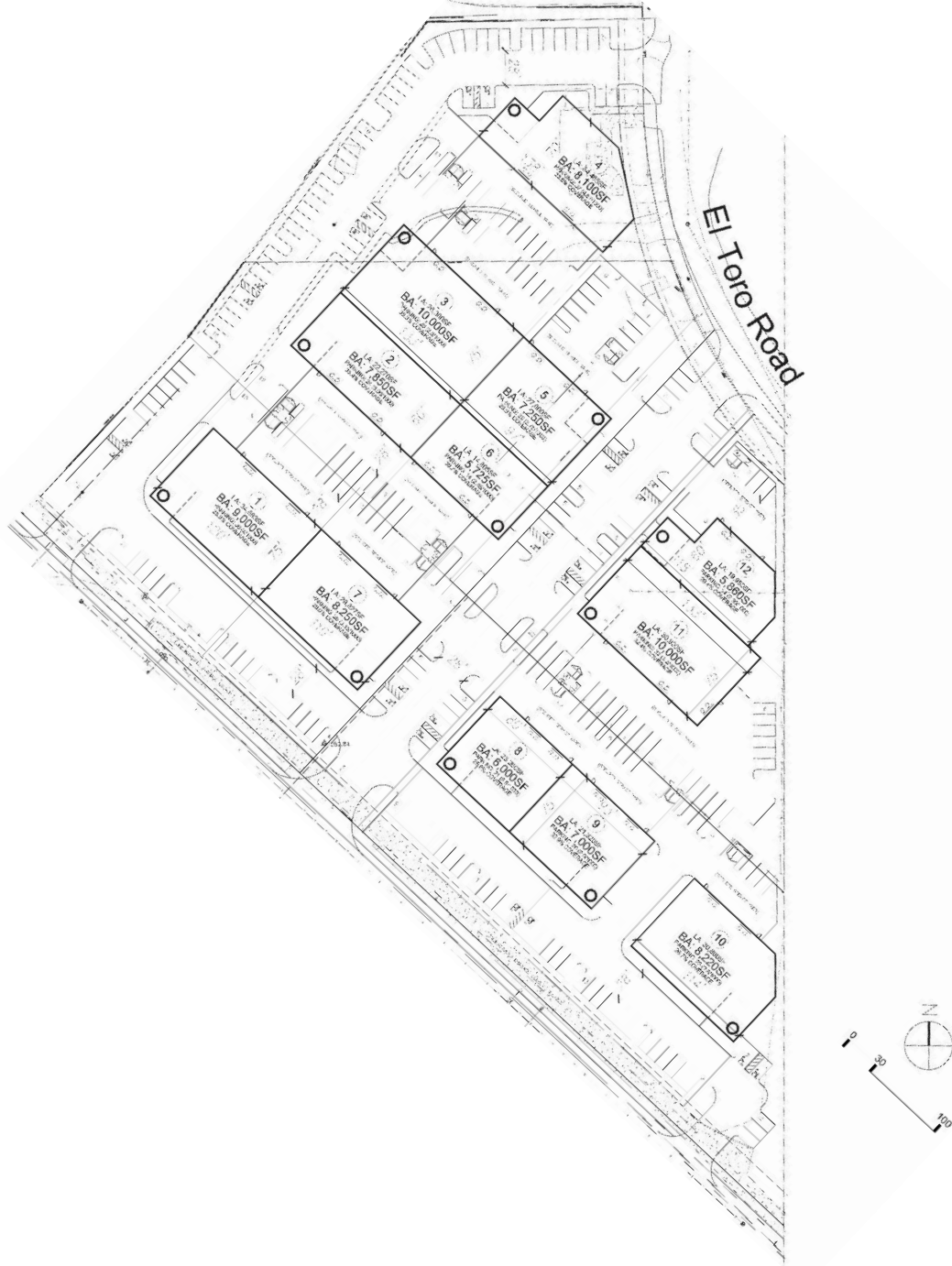


EXHIBIT 1-B: SITE PLAN



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## 2 EXISTING CONDITIONS

This section provides an overview of the existing energy conditions in the Project region.

### 2.1 OVERVIEW

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2018 and 2019, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates in 2021 and included (2):

- As of 2018, approximately 7,967 trillion British Thermal Unit (BTU) of energy was consumed
- As of 2018, approximately 681 million barrels of petroleum
- As of 2019, approximately 2,144 billion cubic feet of natural gas
- As of 2019, approximately 1 million short tons of coal

The California Energy Commission's (CEC) Transportation Energy Demand Forecast 2018-2030 was released in order to support the 2017 Integrated Energy Policy Report. The Transportation energy Demand Forecast 2018-2030 lays out graphs and data supporting their projections of California's future transportation energy demand. The projected inputs consider expected variable changes in fuel prices, income, population, and other variables. Predictions regarding fuel demand included:

- Gasoline demand in the transportation sector is expected to decline from approximately 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030 (3)
- Diesel demand in the transportation sector is expected to rise, increasing from approximately 3.7 billion diesel gallons in 2015 to approximately 4.7 billion in 2030 (3)
  - Data from the Department of Energy states that approximately 3.9 billion gallons of diesel fuel were consumed in 2017 (4)

The most recent data provided by the EIA for energy use in California by demand sector is from 2018 and is reported as follows:

- Approximately 39.1% transportation
- Approximately 23.5% industrial
- Approximately 18.3% residential
- Approximately 19.2% commercial (5)

In 2019, total system electric generation for California was 277,704 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 200,475 GWh which accounted for approximately 72% of the electricity it uses; the rest was imported from the Pacific Northwest (9%) and the U.S. Southwest (19%) (6). Natural gas is the main source for electricity generation at 47% of the total in-state electric generation system power as shown in Table 2-1.

TABLE 2-1: TOTAL ELECTRICITY SYSTEM POWER (CALIFORNIA 2019)

Fuel Type	California In-State Generation (GWh)	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Percent of Imports	Total California Energy Mix	Total California Power Mix
Coal	248	0.12%	219	7,765	7,985	10.34%	8,233	2.96%
Natural Gas	86,136	42.97%	46	8,859	8,906	11.53%	95,042	34.22%
Oil	36	0.02%	0	0	0	0.00%	36	0.01%
Other (Waste Heat/Petroleum Coke)	411	0.20%	0	11	11	0.01%	422	0.15%
Nuclear	16,163	8.06%	0	8,743	8,743	11.32%	24,906	8.97%
Large Hydro	33,145	16.53%	5,071	1,071	6,142	7.95%	39,287	14.15%
Unspecified	0	0.00%	7,979	13,767	21,746	28.16%	21,746	7.83%
Non-Renewable and Unspecified Totals	136,139	67.91%	13,315	40,218	53,533	69.32%	189,672	68.30%
Biomass	5,851	2.92%	903	33	936	1.21%	6,787	2.44%
Geothermal	10,943	5.46%	99	2,218	2,318	3.00%	13,260	4.77%
Small Hydro	5,349	2.67%	292	4	296	0.38%	5,646	2.03%
Solar	28,513	14.22%	282	5,295	5,577	7.22%	34,090	12.28%
Wind	13,680	6.82%	9,038	5,531	14,569	18.87%	28,249	10.17%
Renewable Totals	64,336	32.09%	10,615	13,081	23,696	30.68%	88,032	31.70%
<b>System Totals</b>	<b>200,475</b>	<b>100.00%</b>	<b>23,930</b>	<b>53,299</b>	<b>77,229</b>	<b>100.00%</b>	<b>277,704</b>	<b>100.00%</b>

Source: California Energy Commission's 2019 Total System Electric Generation

An updated summary of, and context for energy consumption and energy demands within the State is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” excerpted below (7):

- California was the seventh-largest producer of crude oil among the 50 states in 2019, and, as of January 2020, it ranked third in oil refining capacity. Foreign suppliers, led by Saudi Arabia, Iraq, Ecuador, and Colombia, provided more than half of the crude oil refined in California in 2019.
- California is the largest consumer of both jet fuel and motor gasoline among the 50 states and accounted for 17% of the nation’s jet fuel consumption and 11% of motor gasoline consumption in 2019. The state is the second-largest consumer of all petroleum products combined, accounting for 10% of the U.S. total. In 2018, California’s energy consumption was the second highest among the states, but its per capita energy consumption was the fourth-lowest due in part to its mild climate and its energy efficiency programs.
- In 2019, California was the nation’s top producer of electricity from solar, geothermal, and biomass energy and the state was second in the nation in conventional hydroelectric power generation.
- In 2019, California was the fourth largest electricity producer in the nation, but the state was also the nation’s largest importer of electricity and received about 28% of its electricity supply from generating facilities outside of California, including imports from Mexico.

As indicated above, California is one of the nation’s leading energy-producing states, and California’s per capita energy use is among the nation’s most efficient. Given the nature of the Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the project—namely, electricity, natural gas, and transportation fuel for vehicle trips associated with the uses planned for the Project.

## 2.2 ELECTRICITY

The usage associated with electricity use were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. The Southern California region’s electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board’s once-through cooling policy, the retirement of San Onofre complicated the situation. California ISO studies revealed the extent to which the South California Air Basin (SCAB) and the San Diego Air Basin (SDAB) region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts (8). Similarly, the 2020 IEPR identifies broad strategies that are aimed at maintaining electricity system reliability.



Electricity is currently provided to the Project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2018 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers (9).

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California Independent Service Operator (ISO) is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities (10).

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western U.S. electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Tables 2-2 identifies SCE's specific proportional shares of electricity sources in 2019. As indicated in Table 2-2, the 2019 SCE Power Mix has renewable energy at 35.1% of the overall energy resources. Geothermal resources are at 5.9%, wind power is at 11.5%, large hydroelectric sources are at 7.9%, solar energy is at 16.0%, and coal is at 0% (11).

TABLE 2-2: SCE 2019 POWER CONTENT MIX

Energy Resources	2019 SCE Power Mix
<b>Eligible Renewable</b>	<b>35.1%</b>
Biomass & Waste	0.6%
Geothermal	5.9%
Eligible Hydroelectric	1.0%
Solar	16.0%
Wind	11.5%
<b>Coal</b>	<b>0.0%</b>
<b>Large Hydroelectric</b>	<b>7.9%</b>
<b>Natural Gas</b>	<b>16.1%</b>
<b>Nuclear</b>	<b>8.2%</b>
<b>Other</b>	<b>0.1%</b>
Unspecified Sources of power*	32.6%
<b>Total</b>	<b>100%</b>

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

## 2.3 NATURAL GAS

The following summary of natural gas customers and volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC).

*"The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.*

*California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.*

*The overwhelming majority of natural gas utility customers in California are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.*

*A significant amount of gas (about 19%, or 1131 MMcf, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as "bypass" customers, take service directly from interstate pipelines or directly from California producers.*

*SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, i.e., they receive deliveries of gas from SoCalGas and in turn deliver that gas to their own customers. (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area.) Similarly, West Coast Gas, a small gas utility, is a wholesale customer of PG&E. Some other wholesale customers are municipalities like the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.*

*Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California gas utilities are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and Tuscarora. Another pipeline, the North Baja - Baja Norte Pipeline takes gas off the El Paso Pipeline at the California/Arizona border, and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, and authorizes rates for that service, the California Public Utilities Commission may participate in FERC regulatory proceedings to represent the interests of California natural gas consumers.*

*The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipeline systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems. The state's natural gas utilities operate over 100,000 miles of transmission and distribution pipelines, and thousands more miles of service lines.*

*Bypass customers take most of their deliveries directly off the Kern/Mojave pipeline system, but they also take a significant amount of gas from California production.*

*PG&E and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields, and four independently owned storage utilities - Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage - help meet peak seasonal and daily natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. PG&E is a 25% owner of the Gill Ranch Storage field. These storage fields provide a significant amount of infrastructure capacity to help meet*

*California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements .*

*Prior to the late 1980s, California regulated utilities provided virtually all-natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility-provided services.*

*The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Contact information for core transport agents can be found on the utilities' web sites. Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.*

*Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service.*

*In a 1997 decision, the Commission adopted PG&E's "Gas Accord", which unbundled PG&E's backbone transmission costs from noncore transportation rates. This decision gave customers and marketers the opportunity to obtain pipeline capacity rights on PG&E's backbone transmission pipeline system, if desired, and pay for that service at rates authorized by the Commission. The Gas Accord also required PG&E to set aside a certain amount of backbone transmission capacity in order to deliver gas to its core customers. Subsequent Commission decisions modified and extended the initial terms of the Gas Accord. The "Gas Accord" framework is still in place today for PG&E's backbone and storage rates and services and is now simply referred to as PG&E Gas Transmission and Storage (GT&S).*

*In a 2006 decision, the Commission adopted a similar gas transmission framework for Southern California, called the "firm access rights" system. SoCalGas and SDG&E implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. As under the PG&E backbone transmission system, SoCalGas backbone transmission costs are unbundled from noncore transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas system. A*

*certain amount of backbone transmission capacity is obtained for core customers to assure meeting their requirements.*

*Many if not most noncore customers now use a marketer to provide for several of the services formerly provided by the utility. That is, a noncore customer may simply arrange for a marketer to procure its supplies, and obtain any needed storage and backbone transmission capacity, in order to assure that it will receive its needed deliveries of natural gas supplies. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.*

*In order properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties - the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California." (12)*

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

Based on information provided by the Project applicant, no natural gas will be used as a result of the project, and as such use of natural gas is not considered in the analysis.

## **2.4 TRANSPORTATION ENERGY RESOURCES**

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. In February 2021, the Department of Motor Vehicles (DMV) identified 35.8 million registered vehicles in California (13), and those vehicles consume an estimated 17.5 billion gallons of fuel each year<sup>1</sup>. Gasoline (and other vehicle fuels)

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<sup>1</sup> Fuel consumptions estimated utilizing information from EMFAC2017.

are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

California's on-road transportation system includes 394,383 land miles, more than 25.5 million passenger vehicles and light trucks, and almost 8.7 million medium- and heavy-duty vehicles (13). While gasoline consumption has been declining since 2008 it is still by far the dominant fuel. Petroleum comprises about 88% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels (14). In 2020, about 123.49 billion gallons (or about 2.94 billion barrels<sup>1</sup>) of finished motor gasoline were consumed in the U.S., an average of about 337 million gallons per day (or about 8.03 million barrels per day). This was the lowest level of annual consumption since 1997 and about 16% less than the record level of consumption of nearly 392 million gallons per day in 2018 (15). In 2020, Californians also used 2,154,030 million cubic feet of natural gas as a transportation fuel (16).

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### **3 REGULATORY BACKGROUND**

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the U.S. Department of Transportation, the U.S. Department of Energy, and the U.S. Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. On the state level, the CPUC and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

#### **3.1 FEDERAL REGULATIONS**

##### **3.1.1 INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)**

The ISTEA promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

##### **3.1.2 THE TRANSPORTATION EQUITY ACT FOR THE 21<sup>ST</sup> CENTURY (TEA-21)**

The TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

#### **3.2 CALIFORNIA REGULATIONS**

##### **3.2.1 INTEGRATED ENERGY POLICY REPORT (IEPR)**

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301[a]). The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2020 IEPR was adopted March 23, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2020 IEPR identifies actions the



state and others can take to ensure a clean, affordable, and reliable energy system. California's innovative energy policies strengthen energy resiliency, reduce greenhouse gas (GHG) emissions that cause climate change, improve air quality, and contribute to a more equitable future (17).

### **3.2.2 STATE OF CALIFORNIA ENERGY PLAN**

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

### **3.2.3 CALIFORNIA CODE TITLE 24, PART 6, ENERGY EFFICIENCY STANDARDS**

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The 2019 Title are applicable to building permit applications submitted on or after January 1, 2020. The 2019 Title 24 standards require solar PV systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The CEC anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code (18).

### **3.2.4 AB 1493 PAVLEY REGULATIONS AND FUEL EFFICIENCY STANDARDS**

California AB 1493, enacted on July 22, 2002, required California Air Resources Board (CARB) to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

### **3.2.5 CALIFORNIA'S RENEWABLE PORTFOLIO STANDARD**

First established in 2002 under Senate Bill (SB) 1078, California's RPS requires retail sellers of electric services to increase procurement from eligible renewable resources to 33% of total retail sales by 2020 (19).

### **3.2.6 CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015 (SB 350)**

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western U.S. (California Leginfo 2015).

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## 4 PROJECT ENERGY DEMANDS AND ENERGY EFFICIENCY MEASURES

### 4.1 EVALUATION CRITERIA

In compliance with Appendix G of the *State CEQA Guidelines* (1), this report analyzes the project's anticipated energy use during construction and operations to determine if the Project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

### 4.2 METHODOLOGY

Information from the CalEEMod Version 2016.3.2 outputs for the *North Elsinore Business Park Air Quality Impact Analysis* (AQIA) (20) was utilized in this analysis, detailing Project related construction equipment, transportation energy demands, and facility energy demands.

#### 4.2.1 CAL EEMOD

On October 17, 2017, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. (21). Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Output from the annual construction model runs is provided in Appendix 4.1 and Appendix 4.2 for annual operational emissions.

#### 4.2.2 EMISSION FACTORS MODEL

On August 19, 2019, the EPA approved the 2017 version of the EMISSIONS FACTOR model (EMFAC) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources (22). This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2017 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2021 and 2022 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project.

### 4.3 CONSTRUCTION ENERGY DEMANDS

The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed Project.

#### 4.3.1 CONSTRUCTION POWER COST

The total Project construction power costs is the summation of the products of the area (sf) by the construction duration and the typical power cost.

##### CONSTRUCTION DURATION

For purposes of analysis, construction of Project is expected to commence in August 2021 and would last through October 2022 (20). The construction schedule utilized in the analysis, shown in Table 4-1, represents a “worst-case” analysis scenario. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines* (23).

**TABLE 4-1: CONSTRUCTION DURATION**

Phase Name	Start Date	End Date	Days
Demolition	08/01/2021	08/27/2021	20
Site Preparation	08/28/2021	09/10/2021	10
Grading	09/11/2021	10/08/2021	20
Building Construction	10/09/2021	08/26/2022	230
Paving	08/27/2022	09/23/2022	20
Architectural Coating	09/24/2022	10/21/2022	20

##### PROJECT CONSTRUCTION POWER COST

The *2021 National Construction Estimator* identifies a typical power cost per 1,000 sf of construction per month of \$2.37, which was used to calculate the Project’s total construction power cost (24). As shown on Table 4-2, the total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$10,438.76.

**TABLE 4-2: CONSTRUCTION POWER COST**

Land Use	Power Cost (per 1,000 SF of construction per month)	Size (1,000 SF)	Construction Duration (months)	Project Construction Power Cost
General Light Industrial	\$2.37	93.255	14	\$3,094.20
Parking Lot	\$2.37	47.790	14	\$1,585.67
Other Asphalt Surfaces	\$2.37	173.565	14	\$5,758.89
<b>CONSTRUCTION POWER COST</b>				<b>\$10,438.76</b>

#### 4.3.2 CONSTRUCTION ELECTRICITY USAGE

The total Project construction electricity usage is the summation of the products of the power cost (estimated in Table 4-2) by the utility provider cost per kilowatt hour (kWh) of electricity.

**PROJECT CONSTRUCTION ELECTRICITY USAGE**

The SCE’s general service rate schedule were used to determine the Project’s electrical usage. As of February 1, 2021, SCE’s general service rate is \$0.11 per kilowatt hours (kWh) of electricity for industrial services (25). As shown on Table 4-3, the total electricity usage from on-site Project construction related activities is estimated to be approximately 95,305 kWh.

**TABLE 4-3: CONSTRUCTION ELECTRICITY USAGE**

Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
General Light Industrial	\$0.11	28,250
Parking Lot	\$0.11	14,477
Other Asphalt Surfaces	\$0.11	52,578
<b>CONSTRUCTION ELECTRICITY USAGE</b>		<b>95,305</b>

**4.3.3 CONSTRUCTION EQUIPMENT FUEL ESTIMATES**

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction.

**CONSTRUCTION EQUIPMENT**

Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 4-4 will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the code. It should be noted that most pieces of equipment would likely operate for fewer hours per day. A summary of construction equipment assumptions by phase is provided at Table 4-4.

**TABLE 4-4: CONSTRUCTION EQUIPMENT ASSUMPTIONS (1 OF 2)**

Phase Name	Equipment	Amount	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	3	8
	Excavators	1	8
	Graders	1	8
	Rubber Tired Dozers	1	8

**TABLE 4-4: CONSTRUCTION EQUIPMENT ASSUMPTIONS (2 OF 2)**

Phase Name	Equipment	Amount	Hours Per Day
Building Construction	Cranes	1	8
	Crawler Tractors	3	8
	Forklifts	3	8
	Generator Sets	1	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

**PROJECT CONSTRUCTION EQUIPMENT FUEL CONSUMPTION**

Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 4-5. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines (26). For the purposes of this analysis, the calculations are based on all construction equipment being diesel-powered which is consistent with industry standards. Diesel fuel would be supplied by existing commercial fuel providers serving the Project area and region<sup>2</sup>. As previously presented in Table 4-5, Project construction activities would consume an estimated 61,070 gallons of diesel fuel.

Project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

<sup>2</sup> Based on Appendix A of the CalEEMod User’s Guide, Construction consists of several types of off-road equipment. 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.

TABLE 4-5: CONSTRUCTION EQUIPMENT FUEL CONSUMPTION ESTIMATES

Phase Name	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Demolition	20	Concrete/Industrial Saws	81	1	8	0.73	473	511
		Excavators	158	3	8	0.38	1,441	1,558
		Rubber Tired Dozers	247	2	8	0.40	1,581	1,709
Site Preparation	10	Crawler Tractors	212	4	8	0.43	2,917	1,577
		Rubber Tired Dozers	247	3	8	0.40	2,371	1,282
Grading	20	Crawler Tractors	212	3	8	0.43	2,188	2,365
		Excavators	158	1	8	0.38	480	519
		Graders	187	1	8	0.41	613	663
		Rubber Tired Dozers	247	1	8	0.40	790	854
Building Construction	230	Cranes	231	1	8	0.29	536	6,663
		Crawler Tractors	212	3	8	0.43	2,188	27,200
		Forklifts	89	3	8	0.20	427	5,311
		Generator Sets	84	1	8	0.74	497	6,182
		Welders	46	1	8	0.45	166	2,059
Paving	20	Pavers	130	2	8	0.42	874	944
		Paving Equipment	132	2	8	0.36	760	822
		Rollers	80	2	8	0.38	486	526
Architectural Coating	20	Air Compressors	78	1	8	0.48	300	324
<b>CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)</b>								<b>61,070</b>



#### 4.3.4 CONSTRUCTION TRIPS AND VMT

Construction generates on-road vehicle emissions from vehicle usage for workers, hauling, and vendors commuting to and from the site. The number of workers, hauling, and vendor trips are presented below in Table 4-6. It should be noted that for Vendor Trips, specifically, CalEEMod only assigns Vendor Trips to the Building Construction phase. Vendor trips would likely occur during all phases of construction. As such, the CalEEMod defaults for Vendor Trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity.

**TABLE 4-6: CONSTRUCTION TRIPS AND VMT**

Phase Name	Worker Trips Per Day	Vendor Trips Per Day	Hauling Trips Per Day
Demolition	15	4	2
Site Preparation	18	2	0
Grading	15	4	158
Building Construction	132	43	0
Paving	15	0	0
Architectural Coating	26	0	0

#### 4.3.5 CONSTRUCTION WORKER FUEL ESTIMATES

With respect to estimated VMT for the Project, the construction worker trips would generate an estimated 471,135 VMT during the 14 months of construction (20). Based on CalEEMod methodology, it is assumed that 50% of all vendor trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1<sup>3</sup>), and 25% are from light-duty-trucks (LDT2<sup>4</sup>). Data regarding Project related construction worker trips were based on CalEEMod defaults utilized within the AQIA.

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2017 version of the EMFAC developed by CARB. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources (22). EMFAC2017 was run for the LDA, LDT1, and LDT2 vehicle class within the California sub-area for the 2021 through 2022 calendar years. Data from EMFAC2017 is shown in Appendix 4.3.

Table 4-7 provides an estimated annual fuel consumption resulting from LDAs related to the Project construction worker trips. Based on Table 4-7, it is estimated that 7,240 gallons of fuel will be consumed related to construction worker trips during full construction of the Project.

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

<sup>4</sup> Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

**TABLE 4-7: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES – LDA**

Phase Name	Duration (Days)	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	20	8	14.7	2,352	31.83	74
Site Preparation	10	9	14.7	1,323	31.83	42
Grading	20	8	14.7	2,352	31.83	74
Building Construction	60	66	14.7	58,212	31.83	1,829
2022						
Building Construction	170	66	14.7	164,934	32.77	5,033
Paving	20	8	14.7	2,352	32.77	72
Architectural Coating	20	13	14.7	3,822	32.77	117
<b>PROJECT CONSTRUCTION WORKER (LDA) FUEL CONSUMPTION</b>						<b>7,240</b>

Table 4-8 provides an estimated annual fuel consumption resulting from LDT1s related to the Project construction worker trips. Based on Table 4-8, it is estimated that 4,313 gallons of fuel will be consumed related to construction worker trips during full construction of the Project.

**TABLE 4-8: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES – LDT1**

Phase Name	Duration (Days)	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	20	4	14.7	1,176	26.78	44
Site Preparation	10	5	14.7	735	26.78	27
Grading	20	4	14.7	1,176	26.78	44
Building Construction	60	33	14.7	29,106	26.78	1,087
2022						
Building Construction	170	33	14.7	82,467	27.55	2,993
Paving	20	4	14.7	1,176	27.55	43
Architectural Coating	20	7	14.7	2,058	27.55	75
<b>PROJECT CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION</b>						<b>4,313</b>

Table 4-9 provides an estimated annual fuel consumption resulting from LDT2s related to the Project construction worker trips. Based on Table 4-9, it is estimated that 4,575 gallons of fuel will be consumed related to construction worker trips during full construction of the Project.

**TABLE 4-9: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES – LDT2**

Phase Name	Duration (Days)	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	20	4	14.7	1,176	25.09	47
Site Preparation	10	5	14.7	735	25.09	29
Grading	20	4	14.7	1,176	25.09	47
Building Construction	60	33	14.7	29,106	25.09	1,160
2022						
Building Construction	170	33	14.7	82,467	26.03	3,168
Paving	20	4	14.7	1,176	26.03	45
Architectural Coating	20	7	14.7	2,058	26.03	79
<b>PROJECT CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>						<b>4,575</b>

It should be noted that construction worker trips would represent a “single-event” gasoline fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose.

#### 4.3.6 CONSTRUCTION VENDOR FUEL ESTIMATES

With respect to estimated VMT, the construction vendor trips (vehicles that deliver materials to the site during construction) would generate an estimated 17,811 VMT along area roadways for the Project over the duration of construction activity (20). It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT), 50% are from heavy-heavy duty trucks (HHDT), and 100% of hauling trips are from HHDTs. These assumptions are consistent with the CalEEMod defaults utilized within the within the AQIA (20). Vehicle fuel efficiencies for MHDTs and HHDTs were estimated using information generated within EMFAC2017. EMFAC2017 was run for the MHDT and HHDT vehicle classes within the California sub-area for the 2021 through 2022 calendar years. Data from EMFAC2017 is shown in Appendix 4.3.

Based on Table 4-10, it is estimated that 3,467 gallons of fuel will be consumed related to construction vendor trips (MHDTs) during full construction of the Project.

**TABLE 4-10: CONSTRUCTION VENDOR FUEL CONSUMPTION ESTIMATES – MHDT**

Phase Name	Duration (Days)	Vendor Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	20	2	6.9	276	10.02	28
Site Preparation	10	1	6.9	69	10.02	7
Grading	20	2	6.9	276	10.02	28
Building Construction	60	22	6.9	9,108	10.02	909
2022						
Building Construction	170	22	6.9	25,806	10.34	2,496
Paving	20	0	6.9	0	10.34	0
Architectural Coating	20	0	6.9	0	10.34	0
<b>PROJECT CONSTRUCTION VENDOR (MHDT) FUEL CONSUMPTION</b>						<b>3,467</b>

Tables 4-11 shows the estimated fuel economy of HHDTs accessing the Project site. Based on Tables 4-11, fuel consumption from construction vendor and hauling trips (HHDTs) will total approximately 14,344 gallons.

**TABLE 4-11: CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION ESTIMATES – HHDT (1 OF 2)**

Phase Name	Duration (Days)	Vendor/ Hauling Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Vendor						
2021						
Demolition	20	2	6.9	276	6.89	40
Site Preparation	10	1	6.9	69	6.89	10
Grading	20	2	6.9	276	6.89	40
Building Construction	60	22	6.9	9,108	6.89	1,323
2022						
Building Construction	170	22	6.9	25,806	7.06	3,654
Paving	20	0	6.9	0	7.06	0
Architectural Coating	20	0	6.9	0	7.06	0

**TABLE 4-11: CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION ESTIMATES – HHDT (2 OF 2)**

Phase Name	Duration (Days)	Vendor/Hauling Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Hauling						
2021						
Demolition	20	2	17	680	6.89	99
Site Preparation	10	0	20	0	6.89	0
Grading	20	158	20	63,200	6.89	9,178
Building Construction	60	0	20	0	6.89	0
2022						
Building Construction	170	0	17	0	7.06	0
Paving	20	0	20	0	7.06	0
Architectural Coating	20	0	20	0	7.06	0
<b>PROJECT CONSTRUCTION VENDOR/HAULING (HHDT) FUEL CONSUMPTION</b>						<b>14,344</b>

It should be noted that Project construction vendor trips would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

#### **4.3.7 CONSTRUCTION ENERGY EFFICIENCY/CONSERVATION MEASURES**

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.” In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

#### **4.4 OPERATIONAL ENERGY DEMANDS**

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

##### **4.4.1 TRANSPORTATION ENERGY DEMANDS**

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by evaluated in the vehicle fleet mix and the total VMT.

As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2017 developed by CARB (22). EMFAC2017 was run for the Riverside County area for the 2021 and 2022 calendar years. Data from EMFAC2017 is shown in Appendix 4.3.

As summarized on Table 4-12 the Project will result in 2,232,314 annual VMT and an estimated annual fuel consumption of 120,950 gallons of fuel.

**TABLE 4-12: TOTAL PROJECT-GENERATED TRAFFIC ANNUAL FUEL CONSUMPTION (ALL VEHICLES)**

Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
LDA	1,060,141	32.77	32,352
LDT1	71,631	27.55	2,600
LDT2	361,435	26.03	13,885
MDV	224,041	20.74	10,804
MCY	8,803	37.93	232
LHDT1	60,245	14.39	4,186
LHDT2	19,694	15.08	1,306
MHDT	106,568	10.34	10,308
HHDT	319,756	7.06	45,278
<b>TOTAL (ALL VEHICLES)</b>	<b>2,232,314</b>		<b>120,950</b>

#### 4.4.2 FACILITY ENERGY DEMANDS

Project building operations activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied to the Project by SCE. As previously stated, the analysis herein assumes compliance with the 2019 Title 24 Standards. As such, the CalEEMod defaults for Title 24 – Electricity and Lighting Energy were reduced by 30% in order to reflect consistency with the 2019 Title 24 standard. Annual natural gas and electricity demands of the Project are summarized in Table 4-13 and provided in Appendix 4.2.

**TABLE 4-13: PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY**

Natural Gas Demand	kBTU/year
General Light Industrial	2,599,950
Parking Lot	0
Other Asphalt Surfaces	0
<b>TOTAL PROPOSED PROJECT NATURAL GAS DEMAND</b>	<b>2,599,950</b>
Electricity Demand	kWh/year
General Light Industrial	802,926
Parking Lot	16,727
Other Asphalt Surfaces	0
<b>TOTAL PROJECT ELECTRICITY DEMAND</b>	<b>819,653</b>

kBTU – kilo-British Thermal Units

### 4.4.3 OPERATIONAL ENERGY EFFICIENCY/CONSERVATION MEASURES

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title24, California Green Building Standards Code).

#### ENHANCED VEHICLE FUEL EFFICIENCIES

Project annual fuel consumption estimates presented previously in Table 4-12 represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands.

## 4.5 SUMMARY

### 4.5.1 CONSTRUCTION ENERGY DEMANDS

The estimated power cost of on-site electricity usage during the construction of the Project is assumed to be approximately \$10,438.76. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction, after full Project build-out, is calculated to be approximately 95,305 kWh.

Construction equipment used by the Project would result in single event consumption of approximately 61,070 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. BACMs inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 16,128 gallons of fuel. Additionally, fuel consumption from construction vendor trips (MHDTs and HHDTs) will total approximately 17,811 gallons. Diesel fuel would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiencies and energy



conservation would be achieved using bulk purchases, transport and use of construction materials. The 2020 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements (27). As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

#### **4.5.2 OPERATIONAL ENERGY DEMANDS**

##### **TRANSPORTATION ENERGY DEMANDS**

Annual vehicular trips and related VMT generated by the operation of the Project would result in a fuel demand of 120,950 gallons of fuel.

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the state strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals.

Heavy duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-duty trucks are being tested this year and SCAQMD is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce GHG emissions from the medium and heavy-duty trucks:

- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25 percent by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions focus on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- CARB's On-Road Truck and Bus Regulation (2010) requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks

must be replaced starting January 1, 2015. By January 1, 2023 nearly all trucks and buses will need to have 2010 model year engines or equivalent (28).

- CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

The proposed Project would implement project design features that would facilitate the accessibility, parking, and loading of trucks on site.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

#### **FACILITY ENERGY DEMANDS**

Project facility operational energy demands are estimated at: 2,599,950 kBTU/year of natural gas; and 819,653 kWh/year of electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied by SCE. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

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## 5 CONCLUSIONS

### 5.1 ENERGY IMPACT 1

***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.***

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California.

### 5.2 ENERGY IMPACT 2

***Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.***

The Project's consistency with the applicable state and local plans is discussed below.

#### **CONSISTENCY WITH ISTE A**

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTE A because SCAG is not planning for intermodal facilities on or through the Project site.

#### **CONSISTENCY WITH TEA-21**

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

#### **CONSISTENCY WITH IEPR**

Electricity would be provided to the Project by SCE. SCE's *Clean Power and Electrification Pathway* (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2020 IEPR.

Additionally, the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2020 IEPR.

#### **CONSISTENCY WITH STATE OF CALIFORNIA ENERGY PLAN**

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

#### **CONSISTENCY WITH CALIFORNIA CODE TITLE 24, PART 6, ENERGY EFFICIENCY STANDARDS**

The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. It should be noted that the analysis herein assumes compliance with the 2019 Title 24 Standards. It should be noted that the CEC anticipates that nonresidential buildings will use approximately 30% less energy compared to the prior code (18). As such, the CalEEMod defaults for Title 24 – Electricity and Lighting Energy were reduced by 30% in order to reflect consistency with the 2019 Title 24 standard.

#### **CONSISTENCY WITH AB 1493**

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

#### **CONSISTENCY WITH RPS**

California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.

#### **CONSISTENCY WITH SB 350**

The proposed Project would use energy from SCE, which have committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.

As shown above, the Project would not conflict with any of the state or local plans. As such, a less than significant impact is expected.

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## 7 CERTIFICATIONS

The contents of this energy analysis report represent an accurate depiction of the environmental impacts associated with the proposed North Elsinore Business Park. The information contained in this energy analysis report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at [hqureshi@urbanxroads.com](mailto:hqureshi@urbanxroads.com).

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### EDUCATION

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

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

### PROFESSIONAL AFFILIATIONS

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

### PROFESSIONAL CERTIFICATIONS

Planned Communities and Urban Infill – Urban Land Institute • June 2011  
Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April 2008  
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**APPENDIX 4.1:**

**CALEEMOD PROJECT CONSTRUCTION MODEL OUTPUTS**

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## **APPENDIX 4.2:**

### **CALEEMOD PROJECT OPERATIONAL MODEL OUTPUTS**

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**APPENDIX 4.3:**  
**EMFAC2017 EMISSIONS INVENTORY**



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