Appendix D

Greenhouse Gas Emissions

Kimley»Horn

MEMORANDUM

To:	Kari Cano, Project Manager
From:	Alex Pohlman Kimley-Horn and Associates, Inc.
Date:	August 23, 2022
Subject:	Fontana Square Project – Greenhouse Gas Consistency Analysis

1.0 PURPOSE

The purpose of this memorandum is to outline the impacts related to air quality, greenhouse gas (GHG), noise, and energy emissions associated with construction and operation of the revised Fontana Square Project ("revised Project") located in the City of Fontana, California. This consistency analysis has been undertaken to analyze whether the revised Project would result in any new or substantially more severe significant environmental impacts as compared to the conclusions discussed in *The Fontana Square Project Initial Study and Mitigated Negative Declaration* ("Original IS/MND" and "original Project"). Updated CEQA analysis is required only if Project revisions would lead to significantly different impacts to what was previously analyzed.

2.0 PROPOSED PROJECT

Project Location

The Project site is located in northern Fontana, in San Bernardino County (County). The proposed Project site is located at 16014 S. Highland Avenue, south of State Route (SR) 210 (SR 210), north of south Highland Avenue, east of Catawba Avenue, and west of Citrus Avenue, in the City of Fontana. The Project site is bounded by SR 210 to the north, S. Highland Avenue and single-family residential to the south, Citrus Avenue and vacant land to the east, and Catawba Avenue and vacant land to the west.

2.1 Original Project

The original Project proposed a commercial development composed of a banquet hall, a Holiday Inn Express Hotel & Suite, a Staybridge Suites, a convenience Store / restaurant, and an In-N-Out Burger. Due to the variety of services provided on-site, it is anticipated that the Holiday Inn Express Hotel and Staybridge Suites, will operate 24/7, 7 day per weeks, 365 days a year. However, the other businesses would operate during the regular business hours for that type of development.

2.2 Revised Project

The revised Project proposes similar uses but will expand the banquet hall and combined the Staybridge Suites and Holiday Inn Express into a single building. The convenience store / restaurant and In-N-Out Burger developments will remain unchanged. Similar to the original Project, it is anticipated that the hotels in the revised Project will operate 24/7, 7 day per weeks, 365 days a year

and the other businesses would operate during the regular business hours for that type of development.

2.3 Changes to Project

The Table 1: Differences Between Original and Revised Project

Project Components	Original Project	Revised Project	Change
Banquet Hall (Total Building Area)	Two Floors (33,934 SF)	Two Floors (38,907 SF)	(Increase of 4,973 SF)
Holiday Inn Express (Total Building Area) [Outdoor Pool and Deck]	Five Floors (61,184 SF) [2,119 SF)	Combined Hotel Five Floors (121,094 SF) [2,990 SF]	(Decrease of 27,969 SF) [Decrease of 534 SF]
Staybridge Suites (Total Building Area) [Outdoor Pool and Deck]	Five Floors (87,879 SF) [1,405 SF]		
Restaurant / Convenience Store (Total Building Area)	(5,000 SF)	(5,000 SF)	No Change
In-N-Out Burger (Total Building Area) [Outdoor Seating]	(3,885 SF) [500 SF]	(3,885 SF) [500 SF]	No Change
Total Development Area	195,906 SF	172,376 SF	Decrease of 23,530 SF
Total Building Footprint	64,164 SF	24,916 SF	Decrease of 39,248 SF
Parking Spaces	450	455	Increase of 5 spaces
Daily Vehicle Trips	4,573 ADT	4,393 ADT	Decrease of 180 ADT
SF= square feet, ADT = average daily trips			

As shown in Table 1: Differences Between Original and Revised Project, the original Project would include the same uses as the original Project but would expand the banquet hall and combine the two hotels. Overall, the revised Project would decrease the total development area by 23,530 SF and decrease the number of daily vehicle trips by 180.

3.0 PROJECT SPECIFIC ANALYSIS

3.1 Greenhouse Gas Emissions

Construction Emissions

Similar to the Air Quality analysis above, construction emissions from the revised Project are anticipated to be similar to the original project and are not expected to noticeably increase or result in additional impacts compared to those already analyzed in the Original IS/MND. A less than significant impact would occur in this regard.

Operational Emissions

The revised Project would result in a net decrease in daily vehicle trips and a decrease in total development area. The revised Project would adhere to Greenhouse Gas Mitigation Measures (MM) GHG-1, GHG-2, GHG-3, and GHG-4 from the Original IS/MND, which would ensure that operation emissions would not exceed the significance threshold. Therefore, the revised Project would not result in impacts beyond those identified in the Original IS/MND and no further analysis is required in this regard.

Greenhouse Gas Emissions Assessment
Fontana Square Project
City of Fontana, California

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LIST OF ABBREVIATED TERMS

AB	Assembly Bill
CARB	California Air Resource Board
CCR	California Code of Regulations
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CALGreen Code	California Green Building Standards Code
CPUC	California Public Utilities Commission
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CFC	Chlorofluorocarbon
CCSP	Climate Change Scoping Plan
cy	cubic yard
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
FR	Federal Register
GHG	greenhouse gas
HCFC	Hydrochlorofluorocarbon
HFC	Hydrofluorocarbon
LCFS	Low Carbon Fuel Standard
CH_4	Methane
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
$MTCO_2e$	million tons of carbon dioxide equivalent
NHTSA	National Highway Traffic Safety Administration
NF_3	nitrogen trifluoride
N_2O	nitrous oxide
PFC	Perfluorocarbon
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Government
Sf	square foot
SF_6	sulfur hexafluoride
TAC	toxic air contaminants

1 INTRODUCTION

This report documents the results of a Greenhouse Gas (GHG) Emissions Assessment completed for the Fontana Square Project ("Project" or "Proposed Project"). The purpose of this GHG Emissions Assessment is to evaluate the potential construction and operational emissions associated with the Project and determine the level of impact the Project would have on the environment.

1.1 Project Location and Setting

The Project site is located in northern Fontana, in San Bernardino County (County); refer to Exhibit 1: Regional Vicinity. The proposed Project site is located at 16014 S. Highland Avenue, south of State Route (SR) 210 (SR 210), north of south Highland Avenue, east of Catawba Avenue, and west of Citrus Avenue, in the City of Fontana. The Project site is bounded by SR 210 to the north, S. Highland Avenue and single-family residential to the south, Citrus Avenue and vacant land to the east, and Catawba Avenue and vacant land to the west; Exhibit 2: Site Vicinity.

The Project site is a vacant rectangular-shaped site on 8.876-acres. Historical images show that the Project site was previously developed on the southern half of the site with residential dwelling units. The Project site is currently vacant and shows signs of ruderal grasses, but no native habitat remains on-site. The Project site has a General Plan land use designation of General Commercial (C-G) and is within the General Commercial (C-2) Zoning District.

1.2 Project Description

The proposed Project is a commercial development composed of a banquet hall (Development A), a Holiday Inn Express Hotel & Suite (Development B), a Staybridge Suites (Development C), a C-Store/Restaurant (Development D), and an In-N-Out Burger (Development E); refer to Exhibit 3: Conceptual Site Plan. Due to the variety of services provided on-site, it is anticipated that developments like the Developments B and C will operate 24/7, 7 day per weeks, 365 days a year. However, the balance of the proposed developments would operate during regular business hours for that type of development.

Development Area (A): Banquet Hall

The proposed Project consists of the construction of a new two-story (approximately 30' in height) banquet hall totaling approximately 33,934-square-feet with an 810-seating capacity. The banquet hall would be located on the northwest corner of the site on 1.65-acres of the overall Project site. Main entrance for guest would be provided on the east side of the building via two lobbies located on the northeast and southeast corners of the building. The building would provide a full kitchen, break room, dish washer, two dry storage rooms, walk in cooler, walk in freezer, men & women restrooms, and two bride rooms.

Development Area (B): Holiday Inn Express Hotel & Suites

Development B would be a 5-story building at approximately 59'-6" in height. The hotel would be generally located on the western half of the site on 2.28-acres of the overall Project site. The main entrance for guests would be provided on the east side of the building via one lobby located on the southeast corner of the building. Development B would provide 104 hotel rooms and associated amenities such as pool, hot tub, and patio.

Development Area (C): Staybridge Suites

Development C would be a 5-story building at approximately 59'-9" in height. The hotel would be generally located on the eastern half of the site on 2.6-acres of the overall Project site. The main entrance for guest would be located on the south side of the building via one lobby generally located on the southeast portion of the building. Development C would provide 117 hotel rooms and associated amenities such as pool, hot tub, and patio.

Development Area (D): C-Store Area/Restaurant

Development D would be a one-story building at approximately 22'-9" in height. The proposed use would be generally located on the eastern portion of the site and would have an approximate 3,750-square-feet of seating area. The main entrance would be located on the southeast corner of the building. Development D would provide sit-down dining opportunities, but tenants are to be determined.

Development Area (E): In-N-Out Burger

Development E would be a one-story building at approximately 22'-9" in height. The fast-food restaurant would be located on the northeast portion of the site and would be approximately 3,885-square-feet with 74 indoor seats and approximately 500-square feet of outdoor seating area. Development E would include a drive-thru and provide sit-down dining opportunities.

Landscaping

Landscaping would be provided on approximately 20 percent (65,155 square feet) of the Project site.

Project Circulation

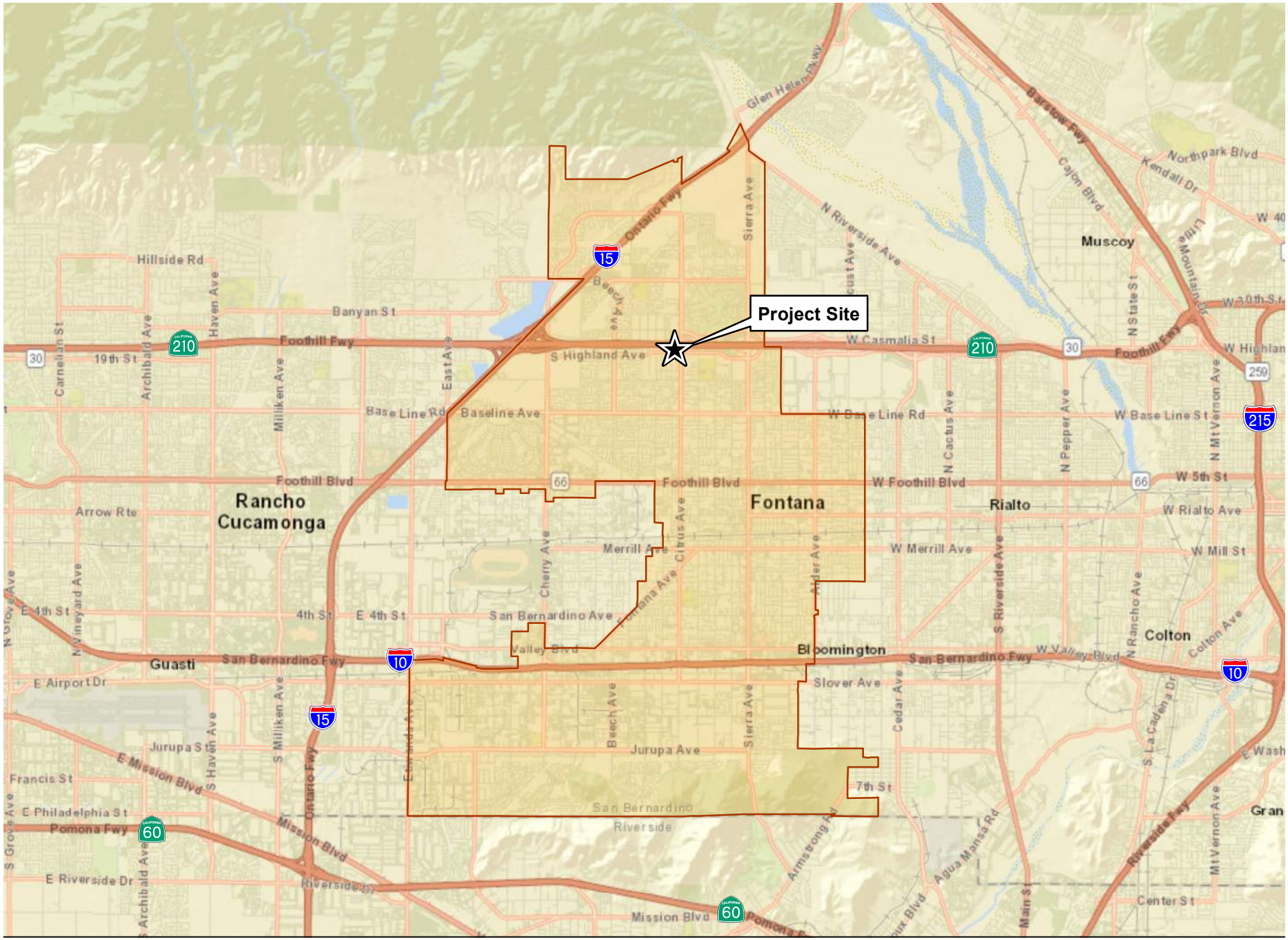
Main ingress and egress to the site (Driveway No.1) would be via a 56'-foot-wide driveway (Driveway No.1) located directly across from Tokay Avenue. Driveway No.1 would allow for full ingress movements on all directions but would only allow eastbound and westbound egress onto S. Highland Avenue. Driveway No. 2 is a 35'-foot-wide driveway located on the southwest corner of the site, directly across from Jacaranda Avenue. Driveway No.3 is an approximately 23'-foot-wide driveway located on the northwest corner of the site with direct access to Catawba Avenue. Driveway No. 4 is a 35'-foot-wide driveway located southeast portion of the site, directly across Cherimoya Avenue.

Parking

The Project would provide 450 parking stalls, with vehicle parking located throughout the site and between the various establishments.

Project Phasing and Construction

The Project is anticipated to be developed in one phase. Should the Project be approved, construction is anticipated to occur over a duration of approximately 18 months, beginning in March 2022 and completed by the end of August 2023.



Source: ESRI World Street Map

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EXHIBIT 1: Regional Vicinity
Fontana Square Project

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Source: ESRI World Imagery

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EXHIBIT 2: Site Vicinity
Fontana Square Project

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Feet

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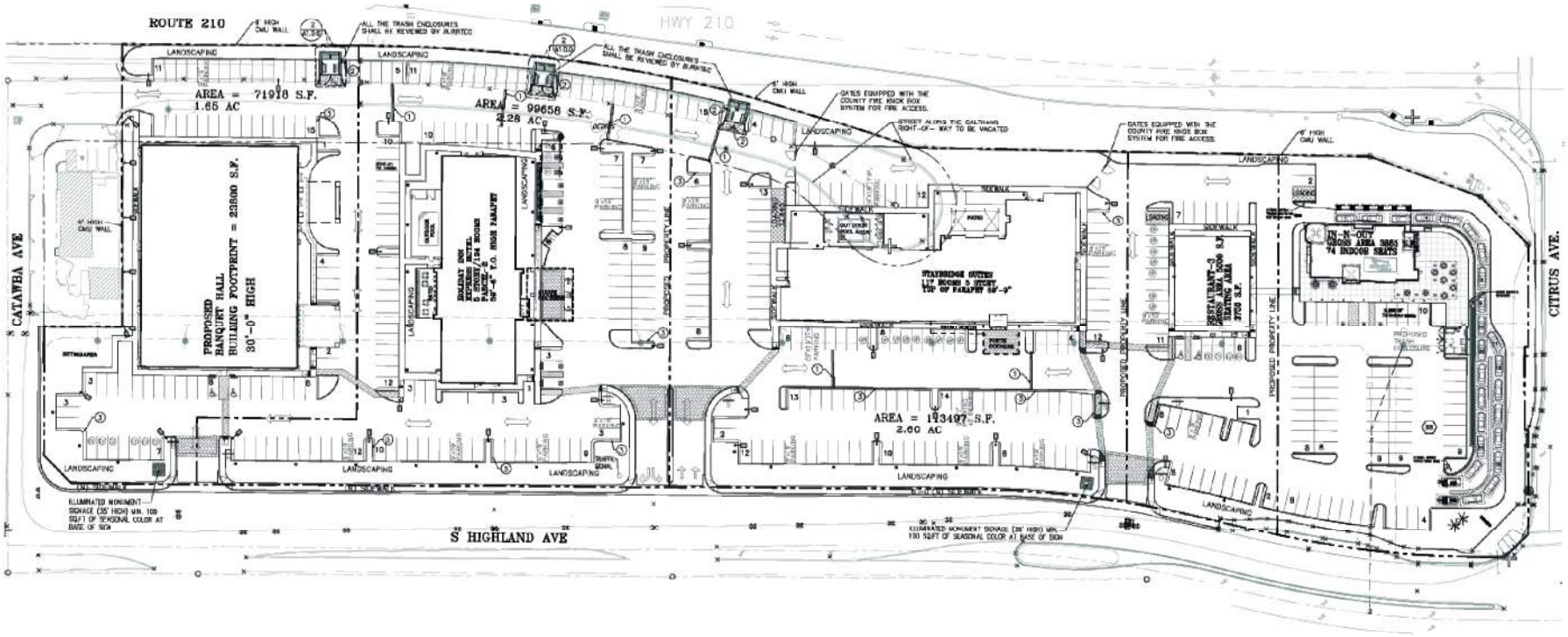

Source: ACE Design, Site Plan 5/3/2021

EXHIBIT 3: Conceptual Site Plan
Fontana Square Project

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2 ENVIRONMENTAL SETTING

2.1 Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.[1] Table 1: Description of Greenhouse Gases describes the primary GHGs attributed to global climate change, including their physical properties.

[1] Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis*, *Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. http://www.climatechange2013.org/ images/report/WG1AR5_ALL_FINAL.pdf.

Table 1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

Source: Compiled from U.S. EPA, *Overview of Greenhouse Gases*, April 11, 2018 (https://www.epa.gov/ghgemissions/overview-greenhouse-gases); U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.

3 REGULATORY SETTING

3.1 Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per 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, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA 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. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA 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 and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In 2018, the President and the EPA stated their intent to halt various federal regulatory activities to reduce GHG emission, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives. On September 27, 2019, the EPA and the NHTSA published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019.) The Part One Rule revokes California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The EPA is currently reconsidering the SAFE rule.

Presidential Executive Orders 13990 and 14008

On January 20, 2021, President Biden issued Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis". Executive Order 13990 directs Federal agencies to immediately review and take action to address the promulgation of Federal regulations and other actions that conflict with these important national objectives and to immediately commence work to confront the climate crisis. Executive Order 13990 directs the Council on Environmental Quality (CEQ) to review CEQ’s 2020 regulations implementing the procedural requirements of the National Environmental Policy Act (NEPA) and identify necessary changes or actions to meet the objectives of Executive Order 13990.

On January 27, 2021, President Biden signed Executive Order 14008, "Tackling the Climate Crisis at Home and Abroad," to declare the Administration's policy to move quickly to build resilience, both at home and abroad, against the impacts of climate change that are already manifest and will continue to intensify according to current trajectories. In line with these Executive Order directives, CEQ is reviewing the 2020 NEPA regulations and plans to publish a notice of proposed rulemaking (NPRM) to identify necessary revisions in order to comply with the law; meet the environmental, climate change, and environmental justice objectives of Executive Orders 13990 and 14008; ensure full and fair public involvement in the NEPA process; provide regulatory certainty to stakeholders; and promote better decision making consistent with NEPA's statutory requirements. This phase 1 rulemaking will propose a narrow set of changes to the 2020 NEPA regulations to address these goals.

3.2 State of California

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2 equivalents (CO_2e) in the world and produced 459 million gross metric tons of CO_2e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").[2] The Scoping Plan evaluates opportunities for sector-

[2] CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating

specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.[3] Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

[3] The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017 CARB adopted a second update to the Scoping Plan.[4] The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support other Federal actions.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan (CARB, 2017b). The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and other federal actions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities.

[4] California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed March 12, 2020.

SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per megawatt-hour.

SB 1078 and SBX1-2 (Renewable Electricity Standards)

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 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 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.

- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

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

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10

percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's RPS to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e (MMTCO2e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management

Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

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

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), 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 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and went into effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017. Updates to the 2016 CALGreen Code took take effect on January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards will continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

3.3 Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group

meeting (Meeting 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.

With the tiered approach, the Project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all industrial projects, the SCAQMD is proposing a screening threshold of 10,000 million tons of CO_2e ($MTCO_2e$) per year for industrial projects and 3,000 $MTCO_2e$ for non-industrial projects. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2e$ per service population per year. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a service population basis (the sum of the number of jobs and the number of residents provided by a project) such that a project would allow for consistency with the goals of AB 32 (i.e. 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed use).

Southern California Association of Governments

On April 7, 2016, the Southern California Association of Governments (SCAG) Regional Council adopted the *2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy* (RTP/SCS). The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

3.4 Local

City of Fontana General Plan

The City of Fontana's General Plan outlines the concerns of the community and the means of addressing those concerns. Chapter 9, Community Mobility and Circulation focuses on connecting neighborhoods and city destinations by expanding transportation choices in Fontana. General Plan policies that relate to greenhouse gas impacts include the following:

Goal 4: Fontana meets the greenhouse gas reduction goals for 2030 and subsequent goals set by the state.

Policy 4-1: Continue to collaborate with the San Bernardino County Transportation Agency (SBCTA), infrastructure agencies, and utilities on greenhouse gas reduction studies and goals.

Goal 7: The City of Fontana participates in shaping regional transportation policies to reduce traffic congestion and greenhouse gas emissions

Policy 7-3: Participate in the efforts of the Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reduction.

4 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Thresholds and Significance Criteria

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions[5].

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally would have a significant effect on the environment if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

South Coast Air Quality Management District Thresholds

On September 28, 2010, the SCAQMD recommended an interim screening level numeric "bright-line" threshold of 3,000 metric tons per year of CO_2e for non-industrial land uses. These efficiency-based thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The numeric "bright line" was developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provides guidance to CEQA practitioners in determining whether GHG emissions from a proposed project are significant.

The City has not adopted project-specific significance thresholds. For the proposed project, the SCAQMD's proposed 3,000 $MTCO_2e$/year non-industrial screening threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from CEQA Guidelines Appendix G, Section VII. The 3,000 $MTCO_2e$/year screening threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources) and represents emissions associated with development of approximately 70 single-family dwelling units. The 3,000 $MTCO_2e$/year value is typically used in defining small projects that are considered less than significant.[6]

[5] 14 California Code of Regulations, Section 15064.4a

[6] On page 3-2 and 3-3 of the SCAQMD's *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (October 2008) the SCAQMD notes that a GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term GHG impacts. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to

4.2 Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the Project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO_2/year to nearly 49 $GtCO_2$/year.[7] As such, the geographic extent of climate change and GHG emissions' cumulative impact discussion is worldwide.

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Details of the modeling assumptions and emission factors are provided in Appendix A: Greenhouse Gas Emissions Data. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod.

The Project's operations-related GHG emissions would be generated by vehicular traffic, area sources (e.g. landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste.

Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. The Water Conservation Act of 2009 mandates a 20 percent reduction in urban water use that is implemented with these regulations. Benefits of the water conservation regulations are applied in the CalEEMod mitigation component. Adjustments were also made for project design features that would reduce GHG emissions. The proposed project would also be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems.

The mitigated output from CalEEMod show reductions from existing regulatory requirements and project design features that are termed "mitigation" within the model; however, those modeling components associated with locational measures and compliance with existing regulations are not considered mitigation under CEQA, but rather are treated as project design features.

accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that the SCAQMD estimates that these GHG emissions would account for less than one percent of future 2050 statewide GHG emissions target (85 $MMTCO_2e$/year). In addition, these small projects would be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory.

[7] Intergovernmental Panel on Climate Change, *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014.

5 POTENTIAL IMPACTS AND MITIGATION

5.1 Greenhouse Gas Emissions

Threshold 5.1 Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in Table 2: Construction-Related Greenhouse Gas Emissions.

Table 2: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
2022 Construction	601.75
2023 Construction	323.67
Total Construction Emissions	924.42
30-Year Amortized Construction	30.85

Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

As shown, the Project would result in the generation of approximately 924.42 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.[8] The amortized Project construction emissions would be 30.85 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the Project are summarized in Table 3: Project Greenhouse Gas Emissions. As shown in Table 3, the unmitigated Project site would generate approximately 2,153.32 $MTCO_2e$ annually from both construction and operations while mobile emissions from vehicles accessing the Project site would generate 2,153.32 $MTCO_2e$, for a combined total of 4,427.11 $MTCO_2e$ per year which exceeds the City's 3,000 $MTCO_2e$ per year threshold for mixed use projects. Therefore, mitigation

[8] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

measures (MM) GHG-1 through GHG-4 are required to reduce Project emissions to less than significant levels.

MM GHG-1 requires the Project to meet or exceed CALGreen Tier 2 standards to improve energy efficiency and MM GHG-2 requires that 100 percent of the electricity used by the Project be generated by a renewable energy source. MM GHG-3 requires the implementation of a transportation demand management (TDM) program to reduce single occupant vehicle trips and encourage public transit. MM GHG-4 requires the Project to divert 75 percent of waste from landfills.

Table 3: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year	
	Unmitigated	**Mitigated**
Stationary Sources		
Area Source	0.01	0.01
Energy[1]	1,933.71	1,557.62
Renewable Energy[2]	0.0	-669.87
Waste[3]	124.26	31.07
Water and Wastewater	52.61	52.61
Construction Amortized Over 30 Years	30.85	30.85
Subtotal	**2,141.44**	**1,002.29**
Mobile Source[4]	2,273.79	1,883.31
Total	**4,415.23**	**2,885.60**
Fontana Project Threshold	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**No**

Note:
[1] MM GHG-1 requires the Project to meet or exceed CALGreen tier 2 standards.
[2] MM GHG-2 requires 100 percent electricity to come from renewable sources, electricity generation for the Project will not generate GHG emissions.
[3] MM GHG-4 requires the Project to divert 75 percent of waste from landfills.
[4] MM GHG-3 requires the Project to implement a TDM Program.
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

With the implementation of MM GHG-1 through GHG-4, Project emissions are reduced to 2,885.60 $MTCO_2e$ which is below the 3,000 $MTCO_2e$ per year threshold. Therefore, Project impacts with regard to GHG will be less than significant with mitigation.

Mitigation Measures: The following mitigation is required to reduce impacts to less than significant levels.

MM GHG-1 Prior to the issuance of a building permit, the Project Applicant shall provide documentation to the City of Fontana demonstrating that the Project will meet or exceed 2019 CALGreen Tier 2 standards.

MM GHG-2 The project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources (for example, Southern California Edison Green Rate), that would provide 100 percent of the expected building load. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

MM GHG-3 Prior to issuance of occupancy permits, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM shall include, but is not limited to the following:

- Carpooling encouragement
- Ride-matching assistance
- Preferential carpool parking
- Flexible work schedules for carpools
- Half time transportation coordinator
- Vanpool assistance
- Promote bicycling and walking through design features such as secure bicycle storage, showers for employees, lockers, etc. around the project site.

MM AGHG-4 The development shall divert a minimum of 75 percent of landfill waste. The Project Applicant or its successor in interest shall only contract for waste disposal services within a company that recycles waste in compliance with AB 341. Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas. Recycling bins in the storage areas shall be included to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the proposed Project's regular solid waste disposal program. This measure shall be implemented prior to issuance of occupancy permit.

Level of Significance: Less than significant impact with mitigation.

5.2 Greenhouse Gas Reduction Plan Compliance

Threshold 5.2 Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?

SCAG RTP/SCS Consistency

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (*2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy* [2020 RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public

health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in Table 4: Regional Transportation Plan/Sustainable Communities Strategy Consistency.

Table 4: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		**Compliance**	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project is located on a vacant site and development of the site would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent:	The Project is located within an urban area in proximity to existing transportation routes and freeways. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.
GOAL 6:	Support healthy and equitable communities	Consistent:	The Project does not exceed localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards or contribute substantially to an

Table 4: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
			existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The Project involves development of restaurants and hotels but does not include housing. The Project is located within a relatively short walking distance to local bus routes.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A:	This the Project is located on a previously developed site and is not located on agricultural lands.

Source: Southern California Association of Governments, *Regional Transportation Plan/Sustainable Communities Strategy*, 2020.

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in Table 4, the proposed Project would be consistent with the stated goals of the RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Consistency with the CARB Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets.

As shown in Table 5: Project Consistency with Applicable CARB Scoping Plan Measures, the Project is consistent with most of the strategies, while others are not applicable to the Project. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 5: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would benefit from implementation of the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure.
	High Speed Rail	Funded under SB 862	**Not applicable**. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.

Table 5: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent**. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 42.6 percent of its power supply from renewable sources in 2020. Therefore, the utility would provide power when needed on site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program	Tax Incentive Program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The Project would also comply with the City's Water-Efficient Landscaping Regulations (Chapter 28, Article IV of the Fontana Municipal Code).
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 $MTCO_2e$ of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, total Project GHG emissions would not exceed 10,000 $MTCO_2e$. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	

Table 5: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The Project is not located in a forested area.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not applicable**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.

Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017 and CARB, *Climate Change Scoping Plan*, December 2008.

As seen in Tables 5 and Table 6, the Project would be consistent with all applicable plan goals. As shown in Table 4, the Project's long-term unmitigated operational emissions would exceed the City's GHG threshold of 3,000 $MTCO_2e$. Therefore, the Project shall be required to implement MM GHG-1 through MM GHG-4 which will reduce annual GHG emissions below the City's GHG threshold. With mitigation, the Project's GHG emissions would be reduced to a less than significant level.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The majority of the GHG reductions from the Scoping Plan would result from continuation of the Cap-and-Trade regulation. Assembly Bill 398 (2017) extends the state's Cap-and-Trade program through 2030 and the Scoping Plan provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 60 percent renewable electricity by 2030 and 100 percent renewable by 2045), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the Mobile Source Strategy and Sustainable Freight Action Plan.

Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include CARB's Advanced Clean Truck Regulation, Executive Order N-79-20, CARB's Mobile Source Strategy, CARB's Sustainable Freight Action Plan, and CARB's Emissions Reduction Plan for Ports and Goods Movement. CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where

feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."

CARB's Mobile Source Strategy includes increasing ZEV buses and trucks and their Sustainable Freight Action Plan improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector. CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted.

The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As discussed above, with the implementation of MM GHG-1 through MM GHG-4, the Project's long-term operational and short-term construction GHG emissions would not exceed the City's threshold of 3,000 $MTCO_2e$ per year. Additionally, the Project would be consistent with applicable regulations and goals. Therefore, the Project would have a less than significant impact.

Mitigation Measures: Refer to MM GHG-1 through MM GHG-4, above.

Level of Significance: Less than significant impact with mitigation.

5.3 Cumulative Setting, Impacts, and Mitigation Measures

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, with MM GHG-1 through MM GHG-4, the Project-related GHG emissions would not exceed the City's threshold of 3,000 $MTCO_2e$. Therefore, the Project would result in a less than significant cumulative GHG impact.

Mitigation Measures: Refer to MM GHG-1 through MM GHG-4, above.

Level of Significance: Less than significant impact with mitigation.

6 REFERENCES

1. Ace Design LLC, Fontana Square Site Plan, May 3, 2021.
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3. City of Fontana, *City of Fontana General Plan Update 2015-2035*, 2018.
4. Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007.
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6. Kimley-Horn, *Traffic Impact Analysis for the Proposed Fontana Square Project*, October 2021.
7. National Research Council, *Advancing the Science of Climate Change*, 2010.
8. San Bernardino County Transportation Authority, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, March 2014.
9. State of California, *Code of Regulations Section 15065.5a*, 2018.
10. Southern California Association of Governments, Connect SoCal - *2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy*, 2020.
11. South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, 2009.
12. U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018.
13. U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, 2010.
14. U.S. EPA, *Overview of Greenhouse Gases*, 2018.

Appendix A

Greenhouse Gas Emissions Data

Fontana Square - San Bernardino-South Coast County, Annual

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

Fontana Square

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	243.16	1000sqft	5.58	243,165.00	0
City Park	2.05	Acre	2.05	89,315.00	0
Fast Food Restaurant with Drive Thru	3.88	1000sqft	0.09	3,885.00	0
High Turnover (Sit Down Restaurant)	5.00	1000sqft	0.11	5,000.00	0
Hotel	104.00	Room	0.31	61,184.00	0
Hotel	117.00	Room	0.18	87,879.00	0
Quality Restaurant	23.80	1000sqft	0.55	33,934.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - EMFAC2021 mobile rates include SAFE Rule adjustment, therefore EMFAC Off-Model Adjustment Factors is turned off to prevent double counting

Land Use - Land uses based on Site Plan 5-3-2021, landscape shown as City Park, Parking includes paved areas, drive aisles, parking spaces.

Construction Phase - Construction schedule

Demolition - construction schedule, demo existing asphalt

Grading -

Fontana Square - San Bernardino-South Coast County, Annual

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

Vehicle Trips - Source: TIA Table 3.

Vehicle Emission Factors - EMFAC2021 San Bernardino(SC) 2023

Vehicle Emission Factors - EMFAC2021 San Bernardino(SC) 2023

Vehicle Emission Factors - EMFAC2021 San Bernardino(SC) 2023

Construction Off-road Equipment Mitigation - SCAQMD RULE 403 required - not mitigation

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Energy Mitigation - CalGreen Tier 2, Energy Efficient Appliances

Water Mitigation - building code requiements - not mitigation

Waste Mitigation -

Fleet Mix - project fleetmix, project will not generate trips from heavy trucks, buses, motorhomes

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	10.00	18.00
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	230.00	261.00
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	20.00	66.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.54	0.56
tblFleetMix	MH	5.0710e-003	0.00
tblFleetMix	OBUS	5.5900e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	UBUS	2.5400e-004	0.00
tblLandUse	LandUseSquareFeet	243,160.00	243,165.00

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

tblLandUse	LandUseSquareFeet	89,298.00	89,315.00
tblLandUse	LandUseSquareFeet	3,880.00	3,885.00
tblLandUse	LandUseSquareFeet	151,008.00	61,184.00
tblLandUse	LandUseSquareFeet	169,884.00	87,879.00
tblLandUse	LandUseSquareFeet	23,800.00	33,934.00
tblLandUse	LotAcreage	3.47	0.31
tblLandUse	LotAcreage	3.90	0.18
tblVehicleEF	HHD	0.03	0.24
tblVehicleEF	HHD	0.06	0.16
tblVehicleEF	HHD	8.67	5.37
tblVehicleEF	HHD	0.33	0.87
tblVehicleEF	HHD	2.3220e-003	1.7450e-003
tblVehicleEF	HHD	1,424.58	849.11
tblVehicleEF	HHD	1,311.47	1,579.61
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	0.22	0.14
tblVehicleEF	HHD	0.21	0.25
tblVehicleEF	HHD	8.0000e-006	1.8000e-005
tblVehicleEF	HHD	7.12	4.09
tblVehicleEF	HHD	2.15	1.83
tblVehicleEF	HHD	2.33	2.60
tblVehicleEF	HHD	3.0350e-003	2.2980e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	1.0000e-006	2.0000e-006
tblVehicleEF	HHD	2.9040e-003	2.1950e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9160e-003	8.8030e-003

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

tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.0000e-006	4.0700e-004
tblVehicleEF	HHD	8.8000e-005	1.0200e-004
tblVehicleEF	HHD	0.58	0.32
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.6000e-005	1.0400e-004
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.01	7.2550e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.0000e-006	4.0700e-004
tblVehicleEF	HHD	8.8000e-005	1.0200e-004
tblVehicleEF	HHD	0.67	0.60
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.08	0.18
tblVehicleEF	HHD	3.6000e-005	1.0400e-004
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.24
tblVehicleEF	HHD	0.06	0.16
tblVehicleEF	HHD	8.55	5.30
tblVehicleEF	HHD	0.33	0.87
tblVehicleEF	HHD	2.1790e-003	1.6480e-003
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tblVehicleEF	HHD	1,311.48	1,579.61
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	0.22	0.14
tblVehicleEF	HHD	0.21	0.25
tblVehicleEF	HHD	8.0000e-006	1.8000e-005
tblVehicleEF	HHD	6.79	3.92

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

tblVehicleEF	HHD	2.03	1.73
tblVehicleEF	HHD	2.33	2.60
tblVehicleEF	HHD	2.6730e-003	2.0160e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	1.0000e-006	2.0000e-006
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tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9160e-003	8.8030e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	6.0000e-006	6.2700e-004
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tblVehicleEF	HHD	0.62	0.34
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.7000e-005	1.1200e-004
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.01	7.1750e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.0000e-006	6.2700e-004
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tblVehicleEF	HHD	0.71	0.62
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	0.08	0.18
tblVehicleEF	HHD	3.7000e-005	1.1200e-004
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.24
tblVehicleEF	HHD	0.06	0.16

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

tblVehicleEF	HHD	8.83	5.46
tblVehicleEF	HHD	0.33	0.87
tblVehicleEF	HHD	2.2920e-003	1.7320e-003
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tblVehicleEF	HHD	1,311.47	1,579.61
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	0.23	0.14
tblVehicleEF	HHD	0.21	0.25
tblVehicleEF	HHD	8.0000e-006	1.8000e-005
tblVehicleEF	HHD	7.59	4.33
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tblVehicleEF	HHD	2.33	2.60
tblVehicleEF	HHD	3.5360e-003	2.6880e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	1.0000e-006	2.0000e-006
tblVehicleEF	HHD	3.3830e-003	2.5680e-003
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tblVehicleEF	HHD	8.9160e-003	8.8030e-003
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tblVehicleEF	HHD	0.54	0.30
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.8000e-005	1.1000e-004
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.01	7.3660e-003

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

tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.0000e-006	4.1700e-004
tblVehicleEF	HHD	1.0400e-004	1.0100e-004
tblVehicleEF	HHD	0.62	0.57
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	0.08	0.18
tblVehicleEF	HHD	3.8000e-005	1.1000e-004
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	LDA	2.1370e-003	2.3980e-003
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.60	0.76
tblVehicleEF	LDA	2.09	2.94
tblVehicleEF	LDA	253.45	274.29
tblVehicleEF	LDA	52.23	68.42
tblVehicleEF	LDA	4.3970e-003	4.5810e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.17	0.24
tblVehicleEF	LDA	0.04	7.2870e-003
tblVehicleEF	LDA	1.3750e-003	1.2970e-003
tblVehicleEF	LDA	1.7750e-003	2.0870e-003
tblVehicleEF	LDA	0.02	2.5510e-003
tblVehicleEF	LDA	1.2660e-003	1.1930e-003
tblVehicleEF	LDA	1.6320e-003	1.9190e-003
tblVehicleEF	LDA	0.06	0.32
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.05	0.00
tblVehicleEF	LDA	8.0100e-003	9.0450e-003
tblVehicleEF	LDA	0.02	0.02

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

tblVehicleEF	LDA	0.21	0.30
tblVehicleEF	LDA	2.5070e-003	2.7110e-003
tblVehicleEF	LDA	5.1700e-004	6.7600e-004
tblVehicleEF	LDA	0.06	0.32
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.05	0.00
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.23	0.33
tblVehicleEF	LDA	2.4510e-003	2.5500e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.74	1.02
tblVehicleEF	LDA	1.74	2.47
tblVehicleEF	LDA	276.74	297.55
tblVehicleEF	LDA	51.56	67.52
tblVehicleEF	LDA	4.1180e-003	4.0760e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.16	0.22
tblVehicleEF	LDA	0.04	7.2870e-003
tblVehicleEF	LDA	1.3750e-003	1.2970e-003
tblVehicleEF	LDA	1.7750e-003	2.0870e-003
tblVehicleEF	LDA	0.02	2.5510e-003
tblVehicleEF	LDA	1.2660e-003	1.1930e-003
tblVehicleEF	LDA	1.6320e-003	1.9190e-003
tblVehicleEF	LDA	0.11	0.43
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.10	0.00
tblVehicleEF	LDA	9.0880e-003	9.4980e-003

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

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.17	0.26
tblVehicleEF	LDA	2.7380e-003	2.9410e-003
tblVehicleEF	LDA	5.1000e-004	6.6800e-004
tblVehicleEF	LDA	0.11	0.43
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.10	0.00
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.19	0.29
tblVehicleEF	LDA	2.0850e-003	2.3780e-003
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.57	0.71
tblVehicleEF	LDA	2.06	2.95
tblVehicleEF	LDA	247.99	270.02
tblVehicleEF	LDA	52.17	68.43
tblVehicleEF	LDA	4.2170e-003	4.4630e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.17	0.24
tblVehicleEF	LDA	0.04	7.2870e-003
tblVehicleEF	LDA	1.3750e-003	1.2970e-003
tblVehicleEF	LDA	1.7750e-003	2.0870e-003
tblVehicleEF	LDA	0.02	2.5510e-003
tblVehicleEF	LDA	1.2660e-003	1.1930e-003
tblVehicleEF	LDA	1.6320e-003	1.9190e-003
tblVehicleEF	LDA	0.06	0.33
tblVehicleEF	LDA	0.11	0.09
tblVehicleEF	LDA	0.04	0.00

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

tblVehicleEF	LDA	7.8040e-003	8.9700e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.21	0.31
tblVehicleEF	LDA	2.4530e-003	2.6690e-003
tblVehicleEF	LDA	5.1600e-004	6.7700e-004
tblVehicleEF	LDA	0.06	0.33
tblVehicleEF	LDA	0.11	0.09
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.22	0.34
tblVehicleEF	LDT1	6.0730e-003	0.01
tblVehicleEF	LDT1	0.08	0.14
tblVehicleEF	LDT1	1.27	2.19
tblVehicleEF	LDT1	2.34	6.89
tblVehicleEF	LDT1	300.86	345.88
tblVehicleEF	LDT1	63.56	92.32
tblVehicleEF	LDT1	8.3810e-003	0.01
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.11	0.21
tblVehicleEF	LDT1	0.28	0.50
tblVehicleEF	LDT1	0.04	9.0190e-003
tblVehicleEF	LDT1	2.0070e-003	2.4360e-003
tblVehicleEF	LDT1	2.6380e-003	3.7560e-003
tblVehicleEF	LDT1	0.02	3.1570e-003
tblVehicleEF	LDT1	1.8470e-003	2.2410e-003
tblVehicleEF	LDT1	2.4260e-003	3.4530e-003
tblVehicleEF	LDT1	0.18	1.01
tblVehicleEF	LDT1	0.24	0.25

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

tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.39	0.73
tblVehicleEF	LDT1	2.9770e-003	3.4190e-003
tblVehicleEF	LDT1	6.2900e-004	9.1300e-004
tblVehicleEF	LDT1	0.18	1.01
tblVehicleEF	LDT1	0.24	0.25
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.04	0.07
tblVehicleEF	LDT1	0.10	0.09
tblVehicleEF	LDT1	0.43	0.80
tblVehicleEF	LDT1	6.8930e-003	0.01
tblVehicleEF	LDT1	0.06	0.12
tblVehicleEF	LDT1	1.54	2.91
tblVehicleEF	LDT1	1.94	5.73
tblVehicleEF	LDT1	325.15	373.01
tblVehicleEF	LDT1	62.71	90.12
tblVehicleEF	LDT1	7.7740e-003	0.01
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.10	0.18
tblVehicleEF	LDT1	0.26	0.46
tblVehicleEF	LDT1	0.04	9.0190e-003
tblVehicleEF	LDT1	2.0070e-003	2.4360e-003
tblVehicleEF	LDT1	2.6380e-003	3.7560e-003
tblVehicleEF	LDT1	0.02	3.1570e-003
tblVehicleEF	LDT1	1.8470e-003	2.2410e-003
tblVehicleEF	LDT1	2.4260e-003	3.4530e-003
tblVehicleEF	LDT1	0.36	1.35

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

tblVehicleEF	LDT1	0.30	0.27
tblVehicleEF	LDT1	0.27	0.00
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.10	0.10
tblVehicleEF	LDT1	0.33	0.63
tblVehicleEF	LDT1	3.2180e-003	3.6880e-003
tblVehicleEF	LDT1	6.2100e-004	8.9100e-004
tblVehicleEF	LDT1	0.36	1.35
tblVehicleEF	LDT1	0.30	0.27
tblVehicleEF	LDT1	0.27	0.00
tblVehicleEF	LDT1	0.04	0.07
tblVehicleEF	LDT1	0.10	0.10
tblVehicleEF	LDT1	0.36	0.68
tblVehicleEF	LDT1	5.9330e-003	0.01
tblVehicleEF	LDT1	0.08	0.14
tblVehicleEF	LDT1	1.21	2.05
tblVehicleEF	LDT1	2.30	6.91
tblVehicleEF	LDT1	295.11	340.90
tblVehicleEF	LDT1	63.48	92.36
tblVehicleEF	LDT1	8.0360e-003	0.01
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.10	0.20
tblVehicleEF	LDT1	0.27	0.49
tblVehicleEF	LDT1	0.04	9.0190e-003
tblVehicleEF	LDT1	2.0070e-003	2.4360e-003
tblVehicleEF	LDT1	2.6380e-003	3.7560e-003
tblVehicleEF	LDT1	0.02	3.1570e-003
tblVehicleEF	LDT1	1.8470e-003	2.2410e-003
tblVehicleEF	LDT1	2.4260e-003	3.4530e-003

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

tblVehicleEF	LDT1	0.18	1.01
tblVehicleEF	LDT1	0.28	0.25
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.03	0.05
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.39	0.74
tblVehicleEF	LDT1	2.9200e-003	3.3700e-003
tblVehicleEF	LDT1	6.2800e-004	9.1300e-004
tblVehicleEF	LDT1	0.18	1.01
tblVehicleEF	LDT1	0.28	0.25
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.04	0.07
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.42	0.81
tblVehicleEF	LDT2	3.7960e-003	3.3920e-003
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	0.89	0.98
tblVehicleEF	LDT2	2.68	3.69
tblVehicleEF	LDT2	319.22	354.29
tblVehicleEF	LDT2	67.70	89.12
tblVehicleEF	LDT2	6.7470e-003	6.7820e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.08	0.08
tblVehicleEF	LDT2	0.28	0.35
tblVehicleEF	LDT2	0.04	8.5120e-003
tblVehicleEF	LDT2	1.4480e-003	1.3600e-003
tblVehicleEF	LDT2	1.8650e-003	2.1460e-003
tblVehicleEF	LDT2	0.02	2.9790e-003
tblVehicleEF	LDT2	1.3330e-003	1.2510e-003

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

tblVehicleEF	LDT2	1.7150e-003	1.9730e-003
tblVehicleEF	LDT2	0.10	0.35
tblVehicleEF	LDT2	0.14	0.09
tblVehicleEF	LDT2	0.08	0.00
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.32	0.40
tblVehicleEF	LDT2	3.1580e-003	3.5020e-003
tblVehicleEF	LDT2	6.7000e-004	8.8100e-004
tblVehicleEF	LDT2	0.10	0.35
tblVehicleEF	LDT2	0.14	0.09
tblVehicleEF	LDT2	0.08	0.00
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.35	0.43
tblVehicleEF	LDT2	4.3360e-003	3.6050e-003
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	1.08	1.31
tblVehicleEF	LDT2	2.22	3.09
tblVehicleEF	LDT2	342.62	379.01
tblVehicleEF	LDT2	66.80	87.98
tblVehicleEF	LDT2	6.2920e-003	6.0440e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.26	0.33
tblVehicleEF	LDT2	0.04	8.5120e-003
tblVehicleEF	LDT2	1.4480e-003	1.3600e-003
tblVehicleEF	LDT2	1.8650e-003	2.1460e-003
tblVehicleEF	LDT2	0.02	2.9790e-003

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

tblVehicleEF	LDT2	1.3330e-003	1.2510e-003
tblVehicleEF	LDT2	1.7150e-003	1.9730e-003
tblVehicleEF	LDT2	0.20	0.46
tblVehicleEF	LDT2	0.17	0.10
tblVehicleEF	LDT2	0.17	0.00
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.27	0.34
tblVehicleEF	LDT2	3.3900e-003	3.7470e-003
tblVehicleEF	LDT2	6.6100e-004	8.7000e-004
tblVehicleEF	LDT2	0.20	0.46
tblVehicleEF	LDT2	0.17	0.10
tblVehicleEF	LDT2	0.17	0.00
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.29	0.37
tblVehicleEF	LDT2	3.7060e-003	3.3640e-003
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	0.84	0.92
tblVehicleEF	LDT2	2.64	3.70
tblVehicleEF	LDT2	313.67	349.75
tblVehicleEF	LDT2	67.63	89.15
tblVehicleEF	LDT2	6.4690e-003	6.6100e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.28	0.35
tblVehicleEF	LDT2	0.04	8.5120e-003
tblVehicleEF	LDT2	1.4480e-003	1.3600e-003
tblVehicleEF	LDT2	1.8650e-003	2.1460e-003

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

tblVehicleEF	LDT2	0.02	2.9790e-003
tblVehicleEF	LDT2	1.3330e-003	1.2510e-003
tblVehicleEF	LDT2	1.7150e-003	1.9730e-003
tblVehicleEF	LDT2	0.10	0.36
tblVehicleEF	LDT2	0.16	0.09
tblVehicleEF	LDT2	0.08	0.00
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.07	0.03
tblVehicleEF	LDT2	0.32	0.40
tblVehicleEF	LDT2	3.1030e-003	3.4570e-003
tblVehicleEF	LDT2	6.6900e-004	8.8100e-004
tblVehicleEF	LDT2	0.10	0.36
tblVehicleEF	LDT2	0.16	0.09
tblVehicleEF	LDT2	0.08	0.00
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.03
tblVehicleEF	LDT2	0.35	0.44
tblVehicleEF	LHD1	4.7400e-003	5.2860e-003
tblVehicleEF	LHD1	5.8910e-003	0.00
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.17	0.19
tblVehicleEF	LHD1	0.80	0.00
tblVehicleEF	LHD1	1.00	1.90
tblVehicleEF	LHD1	9.29	9.03
tblVehicleEF	LHD1	639.64	0.00
tblVehicleEF	LHD1	10.59	16.55
tblVehicleEF	LHD1	8.6300e-004	7.3100e-004
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	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	0.08	0.06
tblVehicleEF	LHD1	1.40	0.00
tblVehicleEF	LHD1	0.30	0.42
tblVehicleEF	LHD1	9.6300e-004	7.8000e-004
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	9.9840e-003	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	2.5100e-004	2.5000e-004
tblVehicleEF	LHD1	9.2200e-004	7.4600e-004
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.4960e-003	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	2.3100e-004	2.3000e-004
tblVehicleEF	LHD1	3.0110e-003	0.15
tblVehicleEF	LHD1	0.08	0.04
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.4760e-003	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	0.07	0.11
tblVehicleEF	LHD1	9.0000e-005	8.8000e-005
tblVehicleEF	LHD1	6.2250e-003	0.00
tblVehicleEF	LHD1	1.0500e-004	1.6400e-004
tblVehicleEF	LHD1	3.0110e-003	0.15
tblVehicleEF	LHD1	0.08	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.4760e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.23	0.07

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

tblVehicleEF	LHD1	0.08	0.12
tblVehicleEF	LHD1	4.7550e-003	5.3050e-003
tblVehicleEF	LHD1	6.0290e-003	0.00
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.17	0.19
tblVehicleEF	LHD1	0.82	0.00
tblVehicleEF	LHD1	0.93	1.80
tblVehicleEF	LHD1	9.29	9.03
tblVehicleEF	LHD1	639.67	0.00
tblVehicleEF	LHD1	10.48	16.38
tblVehicleEF	LHD1	8.6600e-004	7.3300e-004
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	1.31	0.00
tblVehicleEF	LHD1	0.28	0.41
tblVehicleEF	LHD1	9.6300e-004	7.8000e-004
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	9.9840e-003	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	2.5100e-004	2.5000e-004
tblVehicleEF	LHD1	9.2200e-004	7.4600e-004
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.4960e-003	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	2.3100e-004	2.3000e-004
tblVehicleEF	LHD1	5.9530e-003	0.19
tblVehicleEF	LHD1	0.10	0.04
tblVehicleEF	LHD1	0.02	0.02

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

tblVehicleEF	LHD1	3.3570e-003	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	0.23	0.08
tblVehicleEF	LHD1	0.07	0.11
tblVehicleEF	LHD1	9.0000e-005	8.8000e-005
tblVehicleEF	LHD1	6.2250e-003	0.00
tblVehicleEF	LHD1	1.0400e-004	1.6200e-004
tblVehicleEF	LHD1	5.9530e-003	0.19
tblVehicleEF	LHD1	0.10	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	3.3570e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.23	0.08
tblVehicleEF	LHD1	0.08	0.12
tblVehicleEF	LHD1	4.7430e-003	5.2890e-003
tblVehicleEF	LHD1	5.9060e-003	0.00
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.17	0.19
tblVehicleEF	LHD1	0.80	0.00
tblVehicleEF	LHD1	0.98	1.89
tblVehicleEF	LHD1	9.29	9.03
tblVehicleEF	LHD1	639.64	0.00
tblVehicleEF	LHD1	10.56	16.53
tblVehicleEF	LHD1	8.6400e-004	7.3100e-004
tblVehicleEF	LHD1	0.04	0.00
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	1.37	0.00
tblVehicleEF	LHD1	0.29	0.42

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

tblVehicleEF	LHD1	9.6300e-004	7.8000e-004
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	9.9840e-003	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	2.5100e-004	2.5000e-004
tblVehicleEF	LHD1	9.2200e-004	7.4600e-004
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	2.4960e-003	0.00
tblVehicleEF	LHD1	0.01	0.00
tblVehicleEF	LHD1	2.3100e-004	2.3000e-004
tblVehicleEF	LHD1	3.3060e-003	0.15
tblVehicleEF	LHD1	0.10	0.04
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.4540e-003	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD1	0.07	0.11
tblVehicleEF	LHD1	9.0000e-005	8.8000e-005
tblVehicleEF	LHD1	6.2250e-003	0.00
tblVehicleEF	LHD1	1.0500e-004	1.6300e-004
tblVehicleEF	LHD1	3.3060e-003	0.15
tblVehicleEF	LHD1	0.10	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.4540e-003	0.00
tblVehicleEF	LHD1	0.08	0.00
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD1	0.08	0.12
tblVehicleEF	LHD2	3.2120e-003	3.6570e-003
tblVehicleEF	LHD2	3.8080e-003	0.00

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

tblVehicleEF	LHD2	8.8900e-003	0.01
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	0.51	0.00
tblVehicleEF	LHD2	0.59	1.23
tblVehicleEF	LHD2	14.47	13.83
tblVehicleEF	LHD2	639.77	0.00
tblVehicleEF	LHD2	7.60	10.85
tblVehicleEF	LHD2	1.8270e-003	1.6410e-003
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.50	0.00
tblVehicleEF	LHD2	0.19	0.28
tblVehicleEF	LHD2	1.4160e-003	1.2630e-003
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.2000e-004	1.1800e-004
tblVehicleEF	LHD2	1.3540e-003	1.2080e-003
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.6970e-003	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.1000e-004	1.0900e-004
tblVehicleEF	LHD2	1.4710e-003	0.09
tblVehicleEF	LHD2	0.04	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.7000e-004	0.00
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.10	0.04

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

tblVehicleEF	LHD2	0.04	0.07
tblVehicleEF	LHD2	1.3800e-004	1.3300e-004
tblVehicleEF	LHD2	6.1710e-003	0.00
tblVehicleEF	LHD2	7.5000e-005	1.0700e-004
tblVehicleEF	LHD2	1.4710e-003	0.09
tblVehicleEF	LHD2	0.04	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.7000e-004	0.00
tblVehicleEF	LHD2	0.07	0.00
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	0.05	0.08
tblVehicleEF	LHD2	3.2210e-003	3.6710e-003
tblVehicleEF	LHD2	3.8460e-003	0.00
tblVehicleEF	LHD2	8.4910e-003	0.01
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	0.51	0.00
tblVehicleEF	LHD2	0.55	1.17
tblVehicleEF	LHD2	14.47	13.83
tblVehicleEF	LHD2	639.78	0.00
tblVehicleEF	LHD2	7.54	10.75
tblVehicleEF	LHD2	1.8280e-003	1.6420e-003
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.41	0.00
tblVehicleEF	LHD2	0.18	0.27
tblVehicleEF	LHD2	1.4160e-003	1.2630e-003
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	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	0.00
tblVehicleEF	LHD2	1.2000e-004	1.1800e-004
tblVehicleEF	LHD2	1.3540e-003	1.2080e-003
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.6970e-003	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.1000e-004	1.0900e-004
tblVehicleEF	LHD2	2.8510e-003	0.11
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.6830e-003	0.00
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	0.04	0.07
tblVehicleEF	LHD2	1.3800e-004	1.3300e-004
tblVehicleEF	LHD2	6.1710e-003	0.00
tblVehicleEF	LHD2	7.5000e-005	1.0600e-004
tblVehicleEF	LHD2	2.8510e-003	0.11
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.6830e-003	0.00
tblVehicleEF	LHD2	0.07	0.00
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	3.2130e-003	3.6590e-003
tblVehicleEF	LHD2	3.8130e-003	0.00
tblVehicleEF	LHD2	8.8150e-003	0.01
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	0.51	0.00

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

tblVehicleEF	LHD2	0.58	1.22
tblVehicleEF	LHD2	14.47	13.83
tblVehicleEF	LHD2	639.77	0.00
tblVehicleEF	LHD2	7.59	10.84
tblVehicleEF	LHD2	1.8270e-003	1.6410e-003
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.47	0.00
tblVehicleEF	LHD2	0.19	0.28
tblVehicleEF	LHD2	1.4160e-003	1.2630e-003
tblVehicleEF	LHD2	0.09	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.2000e-004	1.1800e-004
tblVehicleEF	LHD2	1.3540e-003	1.2080e-003
tblVehicleEF	LHD2	0.04	0.00
tblVehicleEF	LHD2	2.6970e-003	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	1.1000e-004	1.0900e-004
tblVehicleEF	LHD2	1.5290e-003	0.09
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.5000e-004	0.00
tblVehicleEF	LHD2	0.06	0.00
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	0.04	0.07
tblVehicleEF	LHD2	1.3800e-004	1.3300e-004
tblVehicleEF	LHD2	6.1710e-003	0.00

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

tblVehicleEF	LHD2	7.5000e-005	1.0700e-004
tblVehicleEF	LHD2	1.5290e-003	0.09
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.5000e-004	0.00
tblVehicleEF	LHD2	0.07	0.00
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	0.05	0.08
tblVehicleEF	MCY	0.33	0.60
tblVehicleEF	MCY	0.25	0.18
tblVehicleEF	MCY	20.35	0.60
tblVehicleEF	MCY	8.81	7.76
tblVehicleEF	MCY	210.81	0.60
tblVehicleEF	MCY	61.22	50.02
tblVehicleEF	MCY	0.07	0.60
tblVehicleEF	MCY	0.02	8.5240e-003
tblVehicleEF	MCY	1.16	0.60
tblVehicleEF	MCY	0.27	0.14
tblVehicleEF	MCY	0.01	0.60
tblVehicleEF	MCY	4.0000e-003	0.60
tblVehicleEF	MCY	1.8550e-003	0.60
tblVehicleEF	MCY	2.9310e-003	3.3930e-003
tblVehicleEF	MCY	5.0400e-003	0.60
tblVehicleEF	MCY	1.0000e-003	0.60
tblVehicleEF	MCY	1.7350e-003	0.60
tblVehicleEF	MCY	2.7590e-003	3.1930e-003
tblVehicleEF	MCY	1.45	2.52
tblVehicleEF	MCY	0.83	3.59
tblVehicleEF	MCY	0.79	0.00

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

tblVehicleEF	MCY	2.21	0.60
tblVehicleEF	MCY	0.41	0.60
tblVehicleEF	MCY	1.89	1.35
tblVehicleEF	MCY	2.0860e-003	0.60
tblVehicleEF	MCY	6.0600e-004	4.9400e-004
tblVehicleEF	MCY	1.45	2.52
tblVehicleEF	MCY	0.83	3.59
tblVehicleEF	MCY	0.79	0.00
tblVehicleEF	MCY	2.72	0.60
tblVehicleEF	MCY	0.41	0.60
tblVehicleEF	MCY	2.06	1.47
tblVehicleEF	MCY	0.32	0.52
tblVehicleEF	MCY	0.22	0.16
tblVehicleEF	MCY	20.49	0.52
tblVehicleEF	MCY	7.97	7.04
tblVehicleEF	MCY	210.83	0.52
tblVehicleEF	MCY	58.99	48.33
tblVehicleEF	MCY	0.06	0.52
tblVehicleEF	MCY	0.01	8.3590e-003
tblVehicleEF	MCY	0.99	0.52
tblVehicleEF	MCY	0.25	0.14
tblVehicleEF	MCY	0.01	0.52
tblVehicleEF	MCY	4.0000e-003	0.52
tblVehicleEF	MCY	1.8550e-003	0.52
tblVehicleEF	MCY	2.9310e-003	3.3930e-003
tblVehicleEF	MCY	5.0400e-003	0.52
tblVehicleEF	MCY	1.0000e-003	0.52
tblVehicleEF	MCY	1.7350e-003	0.52
tblVehicleEF	MCY	2.7590e-003	3.1930e-003

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

tblVehicleEF	MCY	3.14	3.84
tblVehicleEF	MCY	1.27	3.76
tblVehicleEF	MCY	2.11	0.00
tblVehicleEF	MCY	2.16	0.52
tblVehicleEF	MCY	0.41	0.52
tblVehicleEF	MCY	1.62	1.18
tblVehicleEF	MCY	2.0860e-003	0.52
tblVehicleEF	MCY	5.8400e-004	4.7800e-004
tblVehicleEF	MCY	3.14	3.84
tblVehicleEF	MCY	1.27	3.76
tblVehicleEF	MCY	2.11	0.00
tblVehicleEF	MCY	2.65	0.52
tblVehicleEF	MCY	0.41	0.52
tblVehicleEF	MCY	1.77	1.29
tblVehicleEF	MCY	0.32	0.58
tblVehicleEF	MCY	0.24	0.18
tblVehicleEF	MCY	19.44	0.58
tblVehicleEF	MCY	8.46	7.64
tblVehicleEF	MCY	209.24	0.58
tblVehicleEF	MCY	60.43	49.76
tblVehicleEF	MCY	0.07	0.58
tblVehicleEF	MCY	0.02	8.5300e-003
tblVehicleEF	MCY	1.12	0.58
tblVehicleEF	MCY	0.26	0.14
tblVehicleEF	MCY	0.01	0.58
tblVehicleEF	MCY	4.0000e-003	0.58
tblVehicleEF	MCY	1.8550e-003	0.58
tblVehicleEF	MCY	2.9310e-003	3.3930e-003
tblVehicleEF	MCY	5.0400e-003	0.58

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

tblVehicleEF	MCY	1.0000e-003	0.58
tblVehicleEF	MCY	1.7350e-003	0.58
tblVehicleEF	MCY	2.7590e-003	3.1930e-003
tblVehicleEF	MCY	1.70	2.59
tblVehicleEF	MCY	1.11	3.60
tblVehicleEF	MCY	0.71	0.00
tblVehicleEF	MCY	2.18	0.58
tblVehicleEF	MCY	0.47	0.58
tblVehicleEF	MCY	1.82	1.33
tblVehicleEF	MCY	2.0710e-003	0.58
tblVehicleEF	MCY	5.9800e-004	4.9200e-004
tblVehicleEF	MCY	1.70	2.59
tblVehicleEF	MCY	1.11	3.60
tblVehicleEF	MCY	0.71	0.00
tblVehicleEF	MCY	2.68	0.58
tblVehicleEF	MCY	0.47	0.58
tblVehicleEF	MCY	1.98	1.44
tblVehicleEF	MDV	4.8920e-003	4.9910e-003
tblVehicleEF	MDV	0.08	0.11
tblVehicleEF	MDV	1.03	1.22
tblVehicleEF	MDV	3.15	4.22
tblVehicleEF	MDV	398.16	433.60
tblVehicleEF	MDV	84.05	109.37
tblVehicleEF	MDV	9.3660e-003	0.01
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.35	0.50
tblVehicleEF	MDV	0.04	8.7870e-003
tblVehicleEF	MDV	1.5440e-003	1.5200e-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	MDV	1.9430e-003	2.3190e-003
tblVehicleEF	MDV	0.02	3.0750e-003
tblVehicleEF	MDV	1.4240e-003	1.4020e-003
tblVehicleEF	MDV	1.7870e-003	2.1330e-003
tblVehicleEF	MDV	0.11	0.47
tblVehicleEF	MDV	0.17	0.11
tblVehicleEF	MDV	0.10	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.41	0.57
tblVehicleEF	MDV	3.9360e-003	4.2840e-003
tblVehicleEF	MDV	8.3200e-004	1.0810e-003
tblVehicleEF	MDV	0.11	0.47
tblVehicleEF	MDV	0.17	0.11
tblVehicleEF	MDV	0.10	0.00
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.45	0.63
tblVehicleEF	MDV	5.5990e-003	5.3090e-003
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	1.25	1.62
tblVehicleEF	MDV	2.60	3.53
tblVehicleEF	MDV	422.98	459.32
tblVehicleEF	MDV	82.96	108.00
tblVehicleEF	MDV	8.7990e-003	9.0850e-003
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.33	0.46
tblVehicleEF	MDV	0.04	8.7870e-003

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

tblVehicleEF	MDV	1.5440e-003	1.5200e-003
tblVehicleEF	MDV	1.9430e-003	2.3190e-003
tblVehicleEF	MDV	0.02	3.0750e-003
tblVehicleEF	MDV	1.4240e-003	1.4020e-003
tblVehicleEF	MDV	1.7870e-003	2.1330e-003
tblVehicleEF	MDV	0.23	0.59
tblVehicleEF	MDV	0.19	0.12
tblVehicleEF	MDV	0.21	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.35	0.49
tblVehicleEF	MDV	4.1820e-003	4.5380e-003
tblVehicleEF	MDV	8.2100e-004	1.0680e-003
tblVehicleEF	MDV	0.23	0.59
tblVehicleEF	MDV	0.19	0.12
tblVehicleEF	MDV	0.21	0.00
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.38	0.54
tblVehicleEF	MDV	4.7660e-003	4.9450e-003
tblVehicleEF	MDV	0.08	0.11
tblVehicleEF	MDV	0.97	1.14
tblVehicleEF	MDV	3.10	4.23
tblVehicleEF	MDV	392.28	428.88
tblVehicleEF	MDV	83.96	109.40
tblVehicleEF	MDV	9.0200e-003	9.8660e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.10	0.13
tblVehicleEF	MDV	0.35	0.49

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

tblVehicleEF	MDV	0.04	8.7870e-003
tblVehicleEF	MDV	1.5440e-003	1.5200e-003
tblVehicleEF	MDV	1.9430e-003	2.3190e-003
tblVehicleEF	MDV	0.02	3.0750e-003
tblVehicleEF	MDV	1.4240e-003	1.4020e-003
tblVehicleEF	MDV	1.7870e-003	2.1330e-003
tblVehicleEF	MDV	0.11	0.47
tblVehicleEF	MDV	0.18	0.11
tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.41	0.58
tblVehicleEF	MDV	3.8780e-003	4.2380e-003
tblVehicleEF	MDV	8.3100e-004	1.0820e-003
tblVehicleEF	MDV	0.11	0.47
tblVehicleEF	MDV	0.18	0.11
tblVehicleEF	MDV	0.09	0.00
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.45	0.63
tblVehicleEF	MH	0.01	6.7000e-005
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.31	3.3450e-003
tblVehicleEF	MH	2.12	2.43
tblVehicleEF	MH	1,476.34	5.6320e-003
tblVehicleEF	MH	18.76	22.86
tblVehicleEF	MH	0.06	2.0000e-006
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.55	1.40

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

tblVehicleEF	MH	0.24	0.30
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.04	0.00
tblVehicleEF	MH	2.5200e-004	2.8800e-004
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2820e-003	5.4900e-004
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	2.3200e-004	2.6500e-004
tblVehicleEF	MH	1.13	35.88
tblVehicleEF	MH	0.07	8.79
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.02	2.1970e-003
tblVehicleEF	MH	0.10	0.11
tblVehicleEF	MH	0.01	5.8000e-005
tblVehicleEF	MH	1.8600e-004	2.2600e-004
tblVehicleEF	MH	1.13	35.88
tblVehicleEF	MH	0.07	8.79
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MH	0.08	7.2750e-003
tblVehicleEF	MH	0.02	2.1970e-003
tblVehicleEF	MH	0.11	0.12
tblVehicleEF	MH	0.01	6.9000e-005
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.36	3.5990e-003
tblVehicleEF	MH	1.94	2.26
tblVehicleEF	MH	1,476.41	5.6330e-003
tblVehicleEF	MH	18.45	22.57

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

tblVehicleEF	MH	0.06	2.0000e-006
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.43	1.30
tblVehicleEF	MH	0.23	0.29
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.04	0.00
tblVehicleEF	MH	2.5200e-004	2.8800e-004
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2820e-003	5.1800e-004
tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	2.3200e-004	2.6500e-004
tblVehicleEF	MH	2.24	47.68
tblVehicleEF	MH	0.08	9.57
tblVehicleEF	MH	0.95	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.02	2.2970e-003
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.01	6.2000e-005
tblVehicleEF	MH	1.8300e-004	2.2300e-004
tblVehicleEF	MH	2.24	47.68
tblVehicleEF	MH	0.08	9.57
tblVehicleEF	MH	0.95	0.00
tblVehicleEF	MH	0.09	8.1800e-003
tblVehicleEF	MH	0.02	2.2970e-003
tblVehicleEF	MH	0.10	0.12
tblVehicleEF	MH	0.01	6.7000e-005
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.32	3.4470e-003

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

tblVehicleEF	MH	2.10	2.44
tblVehicleEF	MH	1,476.34	5.6320e-003
tblVehicleEF	MH	18.73	22.87
tblVehicleEF	MH	0.06	2.0000e-006
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.52	1.37
tblVehicleEF	MH	0.24	0.29
tblVehicleEF	MH	0.13	0.00
tblVehicleEF	MH	0.01	0.00
tblVehicleEF	MH	0.04	0.00
tblVehicleEF	MH	2.5200e-004	2.8800e-004
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	3.2820e-003	5.4000e-004
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	2.3200e-004	2.6500e-004
tblVehicleEF	MH	1.31	35.90
tblVehicleEF	MH	0.08	8.73
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MH	0.06	0.00
tblVehicleEF	MH	0.02	2.2630e-003
tblVehicleEF	MH	0.10	0.11
tblVehicleEF	MH	0.01	6.0000e-005
tblVehicleEF	MH	1.8500e-004	2.2600e-004
tblVehicleEF	MH	1.31	35.90
tblVehicleEF	MH	0.08	8.73
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MH	0.08	7.2340e-003
tblVehicleEF	MH	0.02	2.2630e-003
tblVehicleEF	MH	0.11	0.12

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

tblVehicleEF	MHD	3.1530e-003	0.02
tblVehicleEF	MHD	1.3810e-003	7.8470e-003
tblVehicleEF	MHD	8.3340e-003	6.8570e-003
tblVehicleEF	MHD	0.34	0.64
tblVehicleEF	MHD	0.18	0.27
tblVehicleEF	MHD	0.93	0.80
tblVehicleEF	MHD	65.85	161.27
tblVehicleEF	MHD	964.19	1,139.31
tblVehicleEF	MHD	8.18	6.64
tblVehicleEF	MHD	9.5300e-003	0.03
tblVehicleEF	MHD	0.13	0.15
tblVehicleEF	MHD	6.4400e-003	4.6830e-003
tblVehicleEF	MHD	0.37	0.86
tblVehicleEF	MHD	0.98	0.80
tblVehicleEF	MHD	1.74	1.47
tblVehicleEF	MHD	3.3600e-004	1.6770e-003
tblVehicleEF	MHD	0.13	0.04
tblVehicleEF	MHD	7.7530e-003	9.8340e-003
tblVehicleEF	MHD	9.6000e-005	7.7000e-005
tblVehicleEF	MHD	3.2200e-004	1.6040e-003
tblVehicleEF	MHD	0.06	0.01
tblVehicleEF	MHD	7.4140e-003	9.4040e-003
tblVehicleEF	MHD	8.9000e-005	7.1000e-005
tblVehicleEF	MHD	5.4500e-004	0.02
tblVehicleEF	MHD	0.02	5.4430e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.8100e-004	0.00
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.02	0.01

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

tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	6.2500e-004	1.4860e-003
tblVehicleEF	MHD	9.1890e-003	0.01
tblVehicleEF	MHD	8.1000e-005	6.6000e-005
tblVehicleEF	MHD	5.4500e-004	0.02
tblVehicleEF	MHD	0.02	5.4430e-003
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	2.8100e-004	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	MHD	3.0020e-003	0.02
tblVehicleEF	MHD	1.4140e-003	7.8840e-003
tblVehicleEF	MHD	7.9510e-003	6.5850e-003
tblVehicleEF	MHD	0.30	0.60
tblVehicleEF	MHD	0.19	0.27
tblVehicleEF	MHD	0.87	0.75
tblVehicleEF	MHD	65.73	160.06
tblVehicleEF	MHD	964.20	1,139.32
tblVehicleEF	MHD	8.08	6.57
tblVehicleEF	MHD	9.4800e-003	0.02
tblVehicleEF	MHD	0.13	0.15
tblVehicleEF	MHD	6.3090e-003	4.6080e-003
tblVehicleEF	MHD	0.36	0.83
tblVehicleEF	MHD	0.92	0.75
tblVehicleEF	MHD	1.74	1.47
tblVehicleEF	MHD	2.8600e-004	1.4240e-003
tblVehicleEF	MHD	0.13	0.04
tblVehicleEF	MHD	7.7530e-003	9.8340e-003

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

tblVehicleEF	MHD	9.6000e-005	7.7000e-005
tblVehicleEF	MHD	2.7400e-004	1.3620e-003
tblVehicleEF	MHD	0.06	0.01
tblVehicleEF	MHD	7.4140e-003	9.4040e-003
tblVehicleEF	MHD	8.9000e-005	7.1000e-005
tblVehicleEF	MHD	1.0730e-003	0.04
tblVehicleEF	MHD	0.02	5.9140e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.4100e-004	0.00
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	6.2400e-004	1.4740e-003
tblVehicleEF	MHD	9.1890e-003	0.01
tblVehicleEF	MHD	8.0000e-005	6.5000e-005
tblVehicleEF	MHD	1.0730e-003	0.04
tblVehicleEF	MHD	0.02	5.9140e-003
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	6.4100e-004	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	3.3770e-003	0.02
tblVehicleEF	MHD	1.3840e-003	7.8470e-003
tblVehicleEF	MHD	8.2380e-003	6.8090e-003
tblVehicleEF	MHD	0.41	0.71
tblVehicleEF	MHD	0.18	0.27
tblVehicleEF	MHD	0.92	0.79
tblVehicleEF	MHD	66.01	162.94

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

tblVehicleEF	MHD	964.19	1,139.31
tblVehicleEF	MHD	8.16	6.63
tblVehicleEF	MHD	9.6050e-003	0.03
tblVehicleEF	MHD	0.13	0.15
tblVehicleEF	MHD	6.3970e-003	4.6640e-003
tblVehicleEF	MHD	0.38	0.90
tblVehicleEF	MHD	0.96	0.78
tblVehicleEF	MHD	1.74	1.47
tblVehicleEF	MHD	4.0500e-004	2.0270e-003
tblVehicleEF	MHD	0.13	0.04
tblVehicleEF	MHD	7.7530e-003	9.8340e-003
tblVehicleEF	MHD	9.6000e-005	7.7000e-005
tblVehicleEF	MHD	3.8700e-004	1.9380e-003
tblVehicleEF	MHD	0.06	0.01
tblVehicleEF	MHD	7.4140e-003	9.4040e-003
tblVehicleEF	MHD	8.9000e-005	7.1000e-005
tblVehicleEF	MHD	5.8500e-004	0.03
tblVehicleEF	MHD	0.02	5.4070e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.7500e-004	0.00
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	6.2600e-004	1.5010e-003
tblVehicleEF	MHD	9.1890e-003	0.01
tblVehicleEF	MHD	8.1000e-005	6.6000e-005
tblVehicleEF	MHD	5.8500e-004	0.03
tblVehicleEF	MHD	0.02	5.4070e-003
tblVehicleEF	MHD	0.02	0.04

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

tblVehicleEF	MHD	2.7500e-004	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	OBUS	9.0500e-003	0.02
tblVehicleEF	OBUS	7.0260e-003	0.04
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.49	0.51
tblVehicleEF	OBUS	0.84	1.03
tblVehicleEF	OBUS	2.67	2.80
tblVehicleEF	OBUS	64.20	70.75
tblVehicleEF	OBUS	1,447.03	1,470.48
tblVehicleEF	OBUS	21.60	23.17
tblVehicleEF	OBUS	7.8950e-003	9.3020e-003
tblVehicleEF	OBUS	0.08	0.12
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.22	0.27
tblVehicleEF	OBUS	0.89	1.11
tblVehicleEF	OBUS	0.65	0.67
tblVehicleEF	OBUS	7.5000e-005	6.8900e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	6.2060e-003	0.02
tblVehicleEF	OBUS	2.3200e-004	2.5900e-004
tblVehicleEF	OBUS	7.2000e-005	6.5900e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	5.9170e-003	0.02
tblVehicleEF	OBUS	2.1400e-004	2.3800e-004
tblVehicleEF	OBUS	2.7710e-003	0.13
tblVehicleEF	OBUS	0.03	0.03

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

tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	1.1450e-003	0.00
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	0.13	0.14
tblVehicleEF	OBUS	6.1300e-004	6.4000e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	2.1400e-004	2.2900e-004
tblVehicleEF	OBUS	2.7710e-003	0.13
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	1.1450e-003	0.00
tblVehicleEF	OBUS	0.05	0.11
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	9.1220e-003	0.02
tblVehicleEF	OBUS	7.2340e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.49	0.50
tblVehicleEF	OBUS	0.86	1.05
tblVehicleEF	OBUS	2.45	2.60
tblVehicleEF	OBUS	63.54	70.21
tblVehicleEF	OBUS	1,447.07	1,470.51
tblVehicleEF	OBUS	21.23	22.84
tblVehicleEF	OBUS	7.7990e-003	9.2220e-003
tblVehicleEF	OBUS	0.08	0.11
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.21	0.25
tblVehicleEF	OBUS	0.81	1.03

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

tblVehicleEF	OBUS	0.64	0.66
tblVehicleEF	OBUS	6.7000e-005	5.8700e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	6.2060e-003	0.02
tblVehicleEF	OBUS	2.3200e-004	2.5900e-004
tblVehicleEF	OBUS	6.4000e-005	5.6100e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	5.9170e-003	0.02
tblVehicleEF	OBUS	2.1400e-004	2.3800e-004
tblVehicleEF	OBUS	5.3950e-003	0.18
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	2.6270e-003	0.00
tblVehicleEF	OBUS	0.04	0.07
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	0.12	0.13
tblVehicleEF	OBUS	6.0700e-004	6.3500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	2.1000e-004	2.2600e-004
tblVehicleEF	OBUS	5.3950e-003	0.18
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.06	0.08
tblVehicleEF	OBUS	2.6270e-003	0.00
tblVehicleEF	OBUS	0.05	0.11
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	0.13	0.14
tblVehicleEF	OBUS	8.9910e-003	0.02
tblVehicleEF	OBUS	7.0490e-003	0.04
tblVehicleEF	OBUS	0.02	0.03

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

tblVehicleEF	OBUS	0.50	0.52
tblVehicleEF	OBUS	0.84	1.03
tblVehicleEF	OBUS	2.65	2.80
tblVehicleEF	OBUS	65.11	71.50
tblVehicleEF	OBUS	1,447.04	1,470.48
tblVehicleEF	OBUS	21.57	23.18
tblVehicleEF	OBUS	8.0390e-003	9.4210e-003
tblVehicleEF	OBUS	0.08	0.12
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.24	0.28
tblVehicleEF	OBUS	0.87	1.09
tblVehicleEF	OBUS	0.65	0.67
tblVehicleEF	OBUS	8.7000e-005	8.3100e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	6.2060e-003	0.02
tblVehicleEF	OBUS	2.3200e-004	2.5900e-004
tblVehicleEF	OBUS	8.3000e-005	7.9500e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	5.9170e-003	0.02
tblVehicleEF	OBUS	2.1400e-004	2.3800e-004
tblVehicleEF	OBUS	2.9680e-003	0.13
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	1.1520e-003	0.00
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	0.13	0.14
tblVehicleEF	OBUS	6.2200e-004	6.4700e-004
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	2.1300e-004	2.2900e-004
tblVehicleEF	OBUS	2.9680e-003	0.13
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	1.1520e-003	0.00
tblVehicleEF	OBUS	0.05	0.11
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	SBUS	0.04	0.50
tblVehicleEF	SBUS	6.3500e-003	1.33
tblVehicleEF	SBUS	4.2050e-003	6.8190e-003
tblVehicleEF	SBUS	1.97	2.86
tblVehicleEF	SBUS	0.53	5.08
tblVehicleEF	SBUS	0.56	0.90
tblVehicleEF	SBUS	335.22	267.83
tblVehicleEF	SBUS	1,114.40	1,233.75
tblVehicleEF	SBUS	3.30	5.46
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	0.15	0.17
tblVehicleEF	SBUS	3.4430e-003	5.7320e-003
tblVehicleEF	SBUS	3.25	1.18
tblVehicleEF	SBUS	4.79	2.54
tblVehicleEF	SBUS	1.01	0.17
tblVehicleEF	SBUS	3.6370e-003	1.7720e-003
tblVehicleEF	SBUS	0.74	0.05
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	3.1000e-005	5.2000e-005
tblVehicleEF	SBUS	3.4800e-003	1.6780e-003

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	2.7580e-003	2.5630e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	2.8000e-005	4.8000e-005
tblVehicleEF	SBUS	7.0200e-004	0.05
tblVehicleEF	SBUS	5.3270e-003	0.01
tblVehicleEF	SBUS	0.21	0.27
tblVehicleEF	SBUS	3.4700e-004	0.00
tblVehicleEF	SBUS	0.09	0.08
tblVehicleEF	SBUS	9.2300e-003	0.01
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	3.1870e-003	1.2960e-003
tblVehicleEF	SBUS	0.01	6.9480e-003
tblVehicleEF	SBUS	3.3000e-005	5.4000e-005
tblVehicleEF	SBUS	7.0200e-004	0.05
tblVehicleEF	SBUS	5.3270e-003	0.01
tblVehicleEF	SBUS	0.29	0.83
tblVehicleEF	SBUS	3.4700e-004	0.00
tblVehicleEF	SBUS	0.11	1.44
tblVehicleEF	SBUS	9.2300e-003	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	0.04	0.50
tblVehicleEF	SBUS	6.4280e-003	1.33
tblVehicleEF	SBUS	3.4810e-003	5.7110e-003
tblVehicleEF	SBUS	1.93	2.85
tblVehicleEF	SBUS	0.54	5.09
tblVehicleEF	SBUS	0.40	0.65
tblVehicleEF	SBUS	342.54	270.71
tblVehicleEF	SBUS	1,114.41	1,233.78

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

tblVehicleEF	SBUS	3.03	5.04
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	0.15	0.17
tblVehicleEF	SBUS	3.3180e-003	5.5290e-003
tblVehicleEF	SBUS	3.32	1.21
tblVehicleEF	SBUS	4.49	2.37
tblVehicleEF	SBUS	1.01	0.17
tblVehicleEF	SBUS	3.0750e-003	1.5680e-003
tblVehicleEF	SBUS	0.74	0.05
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	3.1000e-005	5.2000e-005
tblVehicleEF	SBUS	2.9420e-003	1.4830e-003
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.7580e-003	2.5630e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	2.8000e-005	4.8000e-005
tblVehicleEF	SBUS	1.2680e-003	0.07
tblVehicleEF	SBUS	5.5830e-003	0.01
tblVehicleEF	SBUS	0.21	0.27
tblVehicleEF	SBUS	6.7000e-004	0.00
tblVehicleEF	SBUS	0.09	0.08
tblVehicleEF	SBUS	8.4450e-003	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	3.2560e-003	1.3230e-003
tblVehicleEF	SBUS	0.01	6.9490e-003
tblVehicleEF	SBUS	3.0000e-005	5.0000e-005
tblVehicleEF	SBUS	1.2680e-003	0.07
tblVehicleEF	SBUS	5.5830e-003	0.01

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tblVehicleEF	SBUS	0.29	0.83
tblVehicleEF	SBUS	6.7000e-004	0.00
tblVehicleEF	SBUS	0.11	1.44
tblVehicleEF	SBUS	8.4450e-003	0.01
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	0.04	0.50
tblVehicleEF	SBUS	6.3460e-003	1.33
tblVehicleEF	SBUS	4.3050e-003	7.0250e-003
tblVehicleEF	SBUS	2.02	2.88
tblVehicleEF	SBUS	0.53	5.08
tblVehicleEF	SBUS	0.58	0.94
tblVehicleEF	SBUS	325.10	263.85
tblVehicleEF	SBUS	1,114.40	1,233.75
tblVehicleEF	SBUS	3.33	5.53
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	0.15	0.17
tblVehicleEF	SBUS	3.4750e-003	5.8020e-003
tblVehicleEF	SBUS	3.17	1.14
tblVehicleEF	SBUS	4.72	2.50
tblVehicleEF	SBUS	1.01	0.17
tblVehicleEF	SBUS	4.4140e-003	2.0550e-003
tblVehicleEF	SBUS	0.74	0.05
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	3.1000e-005	5.2000e-005
tblVehicleEF	SBUS	4.2230e-003	1.9490e-003
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.7580e-003	2.5630e-003
tblVehicleEF	SBUS	0.03	0.01

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

tblVehicleEF	SBUS	2.8000e-005	4.8000e-005
tblVehicleEF	SBUS	6.6500e-004	0.05
tblVehicleEF	SBUS	5.4720e-003	0.01
tblVehicleEF	SBUS	0.21	0.27
tblVehicleEF	SBUS	3.4800e-004	0.00
tblVehicleEF	SBUS	0.09	0.08
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	3.0910e-003	1.2580e-003
tblVehicleEF	SBUS	0.01	6.9480e-003
tblVehicleEF	SBUS	3.3000e-005	5.5000e-005
tblVehicleEF	SBUS	6.6500e-004	0.05
tblVehicleEF	SBUS	5.4720e-003	0.01
tblVehicleEF	SBUS	0.29	0.83
tblVehicleEF	SBUS	3.4800e-004	0.00
tblVehicleEF	SBUS	0.11	1.44
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	UBUS	4.19	1.79
tblVehicleEF	UBUS	0.02	9.4570e-003
tblVehicleEF	UBUS	32.68	26.54
tblVehicleEF	UBUS	1.41	1.06
tblVehicleEF	UBUS	1,722.05	1,674.51
tblVehicleEF	UBUS	16.73	7.80
tblVehicleEF	UBUS	0.28	0.32
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.37	0.45
tblVehicleEF	UBUS	0.16	0.09
tblVehicleEF	UBUS	0.08	0.11

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	2.6960e-003	1.5880e-003
tblVehicleEF	UBUS	1.9800e-004	3.5000e-005
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	6.3130e-003	7.1750e-003
tblVehicleEF	UBUS	2.5630e-003	1.5150e-003
tblVehicleEF	UBUS	1.8200e-004	3.2000e-005
tblVehicleEF	UBUS	1.1340e-003	0.03
tblVehicleEF	UBUS	8.4390e-003	9.0730e-003
tblVehicleEF	UBUS	6.6300e-004	0.00
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	1.0620e-003	6.3400e-004
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	3.8500e-003	1.0130e-003
tblVehicleEF	UBUS	1.6600e-004	7.7000e-005
tblVehicleEF	UBUS	1.1340e-003	0.03
tblVehicleEF	UBUS	8.4390e-003	9.0730e-003
tblVehicleEF	UBUS	6.6300e-004	0.00
tblVehicleEF	UBUS	4.28	1.83
tblVehicleEF	UBUS	1.0620e-003	6.3400e-004
tblVehicleEF	UBUS	0.07	0.04
tblVehicleEF	UBUS	4.19	1.79
tblVehicleEF	UBUS	0.01	8.6310e-003
tblVehicleEF	UBUS	32.68	26.54
tblVehicleEF	UBUS	1.16	0.90
tblVehicleEF	UBUS	1,722.05	1,674.51
tblVehicleEF	UBUS	16.31	7.54
tblVehicleEF	UBUS	0.28	0.32
tblVehicleEF	UBUS	0.02	0.01

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

tblVehicleEF	UBUS	0.37	0.44
tblVehicleEF	UBUS	0.15	0.08
tblVehicleEF	UBUS	0.08	0.11
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	2.6960e-003	1.5880e-003
tblVehicleEF	UBUS	1.9800e-004	3.5000e-005
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	6.3130e-003	7.1750e-003
tblVehicleEF	UBUS	2.5630e-003	1.5150e-003
tblVehicleEF	UBUS	1.8200e-004	3.2000e-005
tblVehicleEF	UBUS	2.1510e-003	0.05
tblVehicleEF	UBUS	0.01	9.8320e-003
tblVehicleEF	UBUS	1.5020e-003	0.00
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	1.0390e-003	6.6400e-004
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	3.8500e-003	1.0130e-003
tblVehicleEF	UBUS	1.6100e-004	7.5000e-005
tblVehicleEF	UBUS	2.1510e-003	0.05
tblVehicleEF	UBUS	0.01	9.8320e-003
tblVehicleEF	UBUS	1.5020e-003	0.00
tblVehicleEF	UBUS	4.28	1.83
tblVehicleEF	UBUS	1.0390e-003	6.6400e-004
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	4.19	1.79
tblVehicleEF	UBUS	0.02	9.5350e-003
tblVehicleEF	UBUS	32.68	26.54
tblVehicleEF	UBUS	1.37	1.07
tblVehicleEF	UBUS	1,722.05	1,674.51

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

tblVehicleEF	UBUS	16.68	7.82
tblVehicleEF	UBUS	0.28	0.32
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.37	0.45
tblVehicleEF	UBUS	0.16	0.09
tblVehicleEF	UBUS	0.08	0.11
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	2.6960e-003	1.5880e-003
tblVehicleEF	UBUS	1.9800e-004	3.5000e-005
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	6.3130e-003	7.1750e-003
tblVehicleEF	UBUS	2.5630e-003	1.5150e-003
tblVehicleEF	UBUS	1.8200e-004	3.2000e-005
tblVehicleEF	UBUS	1.1960e-003	0.03
tblVehicleEF	UBUS	9.6290e-003	9.0220e-003
tblVehicleEF	UBUS	6.5800e-004	0.00
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	1.2250e-003	6.5200e-004
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	3.8500e-003	1.0130e-003
tblVehicleEF	UBUS	1.6500e-004	7.7000e-005
tblVehicleEF	UBUS	1.1960e-003	0.03
tblVehicleEF	UBUS	9.6290e-003	9.0220e-003
tblVehicleEF	UBUS	6.5800e-004	0.00
tblVehicleEF	UBUS	4.28	1.83
tblVehicleEF	UBUS	1.2250e-003	6.5200e-004
tblVehicleEF	UBUS	0.07	0.04
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	616.12	0.00

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

tblVehicleTrips	ST_TR	122.40	984.80
tblVehicleTrips	ST_TR	8.19	0.00
tblVehicleTrips	ST_TR	90.04	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	472.58	0.00
tblVehicleTrips	SU_TR	142.64	984.80
tblVehicleTrips	SU_TR	5.95	0.00
tblVehicleTrips	SU_TR	71.97	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	470.95	0.00
tblVehicleTrips	WD_TR	112.18	984.80
tblVehicleTrips	WD_TR	8.36	0.00
tblVehicleTrips	WD_TR	83.84	0.00

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3166	2.6088	2.8585	6.5800e-003	0.5796	0.1165	0.6961	0.2304	0.1086	0.3391	0.0000	592.6056	592.6056	0.0944	0.0228	601.7471
2023	1.0661	1.0258	1.4389	3.6100e-003	0.1755	0.0421	0.2176	0.0473	0.0397	0.0870	0.0000	327.2931	327.2931	0.0354	0.0151	332.6653
Maximum	**1.0661**	**2.6088**	**2.8585**	**6.5800e-003**	**0.5796**	**0.1165**	**0.6961**	**0.2304**	**0.1086**	**0.3391**	**0.0000**	**592.6056**	**592.6056**	**0.0944**	**0.0228**	**601.7471**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3166	2.6088	2.8585	6.5800e-003	0.3524	0.1165	0.4689	0.1244	0.1086	0.2330	0.0000	592.6052	592.6052	0.0944	0.0228	601.7468
2023	1.0661	1.0258	1.4389	3.6100e-003	0.1622	0.0421	0.2043	0.0440	0.0397	0.0838	0.0000	327.2930	327.2930	0.0354	0.0151	332.6651
Maximum	**1.0661**	**2.6088**	**2.8585**	**6.5800e-003**	**0.3524**	**0.1165**	**0.4689**	**0.1244**	**0.1086**	**0.2330**	**0.0000**	**592.6052**	**592.6052**	**0.0944**	**0.0228**	**601.7468**

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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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**31.85**	**0.00**	**26.32**	**39.36**	**0.00**	**25.65**	**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	**3-1-2022**	**5-31-2022**	0.8915	0.8915
2	**6-1-2022**	**8-31-2022**	0.7478	0.7478
3	**9-1-2022**	**11-30-2022**	1.0195	1.0195
4	**12-1-2022**	**2-28-2023**	0.6882	0.6882
5	**3-1-2023**	**5-31-2023**	0.6738	0.6738
6	**6-1-2023**	**8-31-2023**	0.9774	0.9774
		Highest	1.0195	1.0195

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8028	6.0000e-005	6.3700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
Energy	0.1108	1.0068	0.8457	6.0400e-003		0.0765	0.0765		0.0765	0.0765	0.0000	1,922.9263	1,922.9263	0.0908	0.0286	1,933.7053
Mobile	2.3128	1.3374	13.6777	0.1358	2.5068	0.1267	2.6336	0.7906	0.1256	0.9161	0.0000	2,202.8621	2,202.8621	0.2707	0.2153	2,273.7856
Waste						0.0000	0.0000		0.0000	0.0000	50.1570	0.0000	50.1570	2.9642	0.0000	124.2619
Water						0.0000	0.0000		0.0000	0.0000	4.9255	43.1392	48.0647	0.5095	0.0124	64.4945
Total	**3.2264**	**2.3443**	**14.5298**	**0.1418**	**2.5068**	**0.2033**	**2.7101**	**0.7906**	**0.2021**	**0.9927**	**55.0826**	**4,168.9400**	**4,224.0226**	**3.8352**	**0.2562**	**4,396.2605**

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	0.8028	6.0000e-005	6.3700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
Energy	0.0892	0.8107	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616	0.0000	1,548.9349	1,548.9349	0.0732	0.0230	1,557.6171
Mobile	2.2740	1.2135	12.4398	0.1110	2.0433	0.1041	2.1474	0.6444	0.1031	0.7475	0.0000	1,821.3857	1,821.3857	0.2478	0.1870	1,883.3066
Waste						0.0000	0.0000		0.0000	0.0000	12.5393	0.0000	12.5393	0.7411	0.0000	31.0655
Water						0.0000	0.0000		0.0000	0.0000	3.9404	35.5243	39.4647	0.4077	9.9200e-003	52.6138
Total	**3.1660**	**2.0242**	**13.1271**	**0.1158**	**2.0433**	**0.1657**	**2.2090**	**0.6444**	**0.1647**	**0.8091**	**16.4797**	**3,405.8572**	**3,422.3369**	**1.4698**	**0.2199**	**3,524.6161**

	ROG	NOx	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	**1.87**	**13.65**	**9.65**	**18.34**	**18.49**	**18.46**	**18.49**	**18.49**	**18.49**	**18.49**	**70.08**	**18.30**	**18.98**	**61.68**	**14.17**	**19.83**

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	3/1/2022	3/7/2022	5	5	
2	Site Preparation	Site Preparation	3/8/2022	3/31/2022	5	18	
3	Grading	Grading	4/1/2022	5/31/2022	5	43	

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

4	Building Construction	Building Construction	6/1/2022	5/31/2023	5	261	
5	Paving	Paving	9/1/2022	10/31/2022	5	43	
6	Architectural Coating	Architectural Coating	6/1/2023	8/31/2023	5	66	

Acres of Grading (Site Preparation Phase): 27

Acres of Grading (Grading Phase): 43

Acres of Paving: 5.58

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 287,823; Non-Residential Outdoor: 95,941; Striped Parking Area: 14,590 (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	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

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

Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	129.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	220.00	86.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	44.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

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

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0140	0.0000	0.0140	2.1200e-003	0.0000	2.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6000e-003	0.0643	0.0515	1.0000e-004		3.1100e-003	3.1100e-003		2.8900e-003	2.8900e-003	0.0000	8.4976	8.4976	2.3900e-003	0.0000	8.5572
Total	**6.6000e-003**	**0.0643**	**0.0515**	**1.0000e-004**	**0.0140**	**3.1100e-003**	**0.0171**	**2.1200e-003**	**2.8900e-003**	**5.0100e-003**	**0.0000**	**8.4976**	**8.4976**	**2.3900e-003**	**0.0000**	**8.5572**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.4000e-004	9.2900e-003	2.3100e-003	4.0000e-005	1.1100e-003	9.0000e-005	1.2000e-003	3.1000e-004	9.0000e-005	3.9000e-004	0.0000	3.7488	3.7488	1.6000e-004	5.9000e-004	3.9298
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.3300e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3277	0.3277	1.0000e-005	1.0000e-005	0.3308
Total	**3.8000e-004**	**9.4000e-003**	**3.6400e-003**	**4.0000e-005**	**1.5200e-003**	**9.0000e-005**	**1.6100e-003**	**4.2000e-004**	**9.0000e-005**	**5.0000e-004**	**0.0000**	**4.0765**	**4.0765**	**1.7000e-004**	**6.0000e-004**	**4.2606**

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

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.4600e-003	0.0000	5.4600e-003	8.3000e-004	0.0000	8.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6000e-003	0.0643	0.0515	1.0000e-004		3.1100e-003	3.1100e-003		2.8900e-003	2.8900e-003	0.0000	8.4976	8.4976	2.3900e-003	0.0000	8.5572
Total	**6.6000e-003**	**0.0643**	**0.0515**	**1.0000e-004**	**5.4600e-003**	**3.1100e-003**	**8.5700e-003**	**8.3000e-004**	**2.8900e-003**	**3.7200e-003**	**0.0000**	**8.4976**	**8.4976**	**2.3900e-003**	**0.0000**	**8.5572**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.4000e-004	9.2900e-003	2.3100e-003	4.0000e-005	1.0400e-003	9.0000e-005	1.1300e-003	2.9000e-004	9.0000e-005	3.8000e-004	0.0000	3.7488	3.7488	1.6000e-004	5.9000e-004	3.9298
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.3300e-003	0.0000	3.8000e-004	0.0000	3.8000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3277	0.3277	1.0000e-005	1.0000e-005	0.3308
Total	**3.8000e-004**	**9.4000e-003**	**3.6400e-003**	**4.0000e-005**	**1.4200e-003**	**9.0000e-005**	**1.5100e-003**	**3.9000e-004**	**9.0000e-005**	**4.8000e-004**	**0.0000**	**4.0765**	**4.0765**	**1.7000e-004**	**6.0000e-004**	**4.2606**

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

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1769	0.0000	0.1769	0.0909	0.0000	0.0909	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0285	0.2978	0.1773	3.4000e-004		0.0145	0.0145		0.0134	0.0134	0.0000	30.0955	30.0955	9.7300e-003	0.0000	30.3388
Total	**0.0285**	**0.2978**	**0.1773**	**3.4000e-004**	**0.1769**	**0.0145**	**0.1914**	**0.0909**	**0.0134**	**0.1043**	**0.0000**	**30.0955**	**30.0955**	**9.7300e-003**	**0.0000**	**30.3388**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	6.1000e-004	4.8000e-004	5.7400e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4157	1.4157	4.0000e-005	4.0000e-005	1.4289
Total	**6.1000e-004**	**4.8000e-004**	**5.7400e-003**	**2.0000e-005**	**1.7800e-003**	**1.0000e-005**	**1.7900e-003**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**1.4157**	**1.4157**	**4.0000e-005**	**4.0000e-005**	**1.4289**

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

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0690	0.0000	0.0690	0.0355	0.0000	0.0355	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0285	0.2978	0.1773	3.4000e-004		0.0145	0.0145		0.0134	0.0134	0.0000	30.0954	30.0954	9.7300e-003	0.0000	30.3388
Total	**0.0285**	**0.2978**	**0.1773**	**3.4000e-004**	**0.0690**	**0.0145**	**0.0835**	**0.0355**	**0.0134**	**0.0488**	**0.0000**	**30.0954**	**30.0954**	**9.7300e-003**	**0.0000**	**30.3388**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	6.1000e-004	4.8000e-004	5.7400e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4157	1.4157	4.0000e-005	4.0000e-005	1.4289
Total	**6.1000e-004**	**4.8000e-004**	**5.7400e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4157**	**1.4157**	**4.0000e-005**	**4.0000e-005**	**1.4289**

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

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1523	0.0000	0.1523	0.0736	0.0000	0.0736	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0419	0.4484	0.3284	6.4000e-004		0.0202	0.0202		0.0186	0.0186	0.0000	56.0178	56.0178	0.0181	0.0000	56.4707
Total	**0.0419**	**0.4484**	**0.3284**	**6.4000e-004**	**0.1523**	**0.0202**	**0.1725**	**0.0736**	**0.0186**	**0.0922**	**0.0000**	**56.0178**	**56.0178**	**0.0181**	**0.0000**	**56.4707**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.2200e-003	9.5000e-004	0.0114	3.0000e-005	3.5400e-003	2.0000e-005	3.5500e-003	9.4000e-004	2.0000e-005	9.6000e-004	0.0000	2.8183	2.8183	8.0000e-005	8.0000e-005	2.8446
Total	**1.2200e-003**	**9.5000e-004**	**0.0114**	**3.0000e-005**	**3.5400e-003**	**2.0000e-005**	**3.5500e-003**	**9.4000e-004**	**2.0000e-005**	**9.6000e-004**	**0.0000**	**2.8183**	**2.8183**	**8.0000e-005**	**8.0000e-005**	**2.8446**

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

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0594	0.0000	0.0594	0.0287	0.0000	0.0287	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0419	0.4484	0.3284	6.4000e-004		0.0202	0.0202		0.0186	0.0186	0.0000	56.0177	56.0177	0.0181	0.0000	56.4706
Total	**0.0419**	**0.4484**	**0.3284**	**6.4000e-004**	**0.0594**	**0.0202**	**0.0796**	**0.0287**	**0.0186**	**0.0473**	**0.0000**	**56.0177**	**56.0177**	**0.0181**	**0.0000**	**56.4706**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.2200e-003	9.5000e-004	0.0114	3.0000e-005	3.2600e-003	2.0000e-005	3.2800e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.8183	2.8183	8.0000e-005	8.0000e-005	2.8446
Total	**1.2200e-003**	**9.5000e-004**	**0.0114**	**3.0000e-005**	**3.2600e-003**	**2.0000e-005**	**3.2800e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.8183**	**2.8183**	**8.0000e-005**	**8.0000e-005**	**2.8446**

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1305	1.1946	1.2518	2.0600e-003		0.0619	0.0619		0.0582	0.0582	0.0000	177.2698	177.2698	0.0425	0.0000	178.3315
Total	**0.1305**	**1.1946**	**1.2518**	**2.0600e-003**		**0.0619**	**0.0619**		**0.0582**	**0.0582**	**0.0000**	**177.2698**	**177.2698**	**0.0425**	**0.0000**	**178.3315**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.3030	0.1075	1.2300e-003	0.0415	3.4300e-003	0.0449	0.0120	3.2800e-003	0.0153	0.0000	119.4640	119.4640	3.2200e-003	0.0177	124.8167
Worker	0.0634	0.0498	0.5964	1.6000e-003	0.1845	9.9000e-004	0.1855	0.0490	9.1000e-004	0.0499	0.0000	147.0732	147.0732	4.2200e-003	4.2500e-003	148.4462
Total	**0.0746**	**0.3528**	**0.7038**	**2.8300e-003**	**0.2260**	**4.4200e-003**	**0.2304**	**0.0610**	**4.1900e-003**	**0.0652**	**0.0000**	**266.5372**	**266.5372**	**7.4400e-003**	**0.0219**	**273.2629**

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

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1305	1.1946	1.2518	2.0600e-003		0.0619	0.0619		0.0582	0.0582	0.0000	177.2696	177.2696	0.0425	0.0000	178.3313
Total	**0.1305**	**1.1946**	**1.2518**	**2.0600e-003**		**0.0619**	**0.0619**		**0.0582**	**0.0582**	**0.0000**	**177.2696**	**177.2696**	**0.0425**	**0.0000**	**178.3313**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.3030	0.1075	1.2300e-003	0.0389	3.4300e-003	0.0423	0.0113	3.2800e-003	0.0146	0.0000	119.4640	119.4640	3.2200e-003	0.0177	124.8167
Worker	0.0634	0.0498	0.5964	1.6000e-003	0.1701	9.9000e-004	0.1711	0.0455	9.1000e-004	0.0464	0.0000	147.0732	147.0732	4.2200e-003	4.2500e-003	148.4462
Total	**0.0746**	**0.3528**	**0.7038**	**2.8300e-003**	**0.2090**	**4.4200e-003**	**0.2134**	**0.0568**	**4.1900e-003**	**0.0610**	**0.0000**	**266.5372**	**266.5372**	**7.4400e-003**	**0.0219**	**273.2629**

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0849	0.7768	0.8772	1.4600e-003		0.0378	0.0378		0.0356	0.0356	0.0000	125.1746	125.1746	0.0298	0.0000	125.9190
Total	**0.0849**	**0.7768**	**0.8772**	**1.4600e-003**		**0.0378**	**0.0378**		**0.0356**	**0.0356**	**0.0000**	**125.1746**	**125.1746**	**0.0298**	**0.0000**	**125.9190**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.2400e-003	0.1713	0.0694	8.3000e-004	0.0293	1.2300e-003	0.0305	8.4500e-003	1.1700e-003	9.6300e-003	0.0000	80.9370	80.9370	2.1100e-003	0.0120	84.5541
Worker	0.0414	0.0309	0.3855	1.1000e-003	0.1303	6.5000e-004	0.1309	0.0346	6.0000e-004	0.0352	0.0000	100.4755	100.4755	2.6700e-003	2.7600e-003	101.3648
Total	**0.0466**	**0.2022**	**0.4549**	**1.9300e-003**	**0.1596**	**1.8800e-003**	**0.1614**	**0.0431**	**1.7700e-003**	**0.0448**	**0.0000**	**181.4125**	**181.4125**	**4.7800e-003**	**0.0147**	**185.9189**

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

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0849	0.7768	0.8772	1.4600e-003		0.0378	0.0378		0.0356	0.0356	0.0000	125.1744	125.1744	0.0298	0.0000	125.9188
Total	**0.0849**	**0.7768**	**0.8772**	**1.4600e-003**		**0.0378**	**0.0378**		**0.0356**	**0.0356**	**0.0000**	**125.1744**	**125.1744**	**0.0298**	**0.0000**	**125.9188**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.2400e-003	0.1713	0.0694	8.3000e-004	0.0274	1.2300e-003	0.0287	8.0000e-003	1.1700e-003	9.1700e-003	0.0000	80.9370	80.9370	2.1100e-003	0.0120	84.5541
Worker	0.0414	0.0309	0.3855	1.1000e-003	0.1201	6.5000e-004	0.1208	0.0321	6.0000e-004	0.0327	0.0000	100.4755	100.4755	2.6700e-003	2.7600e-003	101.3648
Total	**0.0466**	**0.2022**	**0.4549**	**1.9300e-003**	**0.1475**	**1.8800e-003**	**0.1494**	**0.0401**	**1.7700e-003**	**0.0419**	**0.0000**	**181.4125**	**181.4125**	**4.7800e-003**	**0.0147**	**185.9189**

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

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0237	0.2392	0.3135	4.9000e-004		0.0122	0.0122		0.0112	0.0112	0.0000	43.0593	43.0593	0.0139	0.0000	43.4074
Paving	7.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0310**	**0.2392**	**0.3135**	**4.9000e-004**		**0.0122**	**0.0122**		**0.0112**	**0.0112**	**0.0000**	**43.0593**	**43.0593**	**0.0139**	**0.0000**	**43.4074**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.2200e-003	9.5000e-004	0.0114	3.0000e-005	3.5400e-003	2.0000e-005	3.5500e-003	9.4000e-004	2.0000e-005	9.6000e-004	0.0000	2.8183	2.8183	8.0000e-005	8.0000e-005	2.8446
Total	**1.2200e-003**	**9.5000e-004**	**0.0114**	**3.0000e-005**	**3.5400e-003**	**2.0000e-005**	**3.5500e-003**	**9.4000e-004**	**2.0000e-005**	**9.6000e-004**	**0.0000**	**2.8183**	**2.8183**	**8.0000e-005**	**8.0000e-005**	**2.8446**

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

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0237	0.2392	0.3135	4.9000e-004		0.0122	0.0122		0.0112	0.0112	0.0000	43.0592	43.0592	0.0139	0.0000	43.4074
Paving	7.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0310**	**0.2392**	**0.3135**	**4.9000e-004**		**0.0122**	**0.0122**		**0.0112**	**0.0112**	**0.0000**	**43.0592**	**43.0592**	**0.0139**	**0.0000**	**43.4074**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.2200e-003	9.5000e-004	0.0114	3.0000e-005	3.2600e-003	2.0000e-005	3.2800e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.8183	2.8183	8.0000e-005	8.0000e-005	2.8446
Total	**1.2200e-003**	**9.5000e-004**	**0.0114**	**3.0000e-005**	**3.2600e-003**	**2.0000e-005**	**3.2800e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.8183**	**2.8183**	**8.0000e-005**	**8.0000e-005**	**2.8446**

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

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9232					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3200e-003	0.0430	0.0598	1.0000e-004		2.3400e-003	2.3400e-003		2.3400e-003	2.3400e-003	0.0000	8.4257	8.4257	5.0000e-004	0.0000	8.4383
Total	**0.9295**	**0.0430**	**0.0598**	**1.0000e-004**		**2.3400e-003**	**2.3400e-003**		**2.3400e-003**	**2.3400e-003**	**0.0000**	**8.4257**	**8.4257**	**5.0000e-004**	**0.0000**	**8.4383**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.0600e-003	3.7700e-003	0.0471	1.3000e-004	0.0159	8.0000e-005	0.0160	4.2300e-003	7.0000e-005	4.3000e-003	0.0000	12.2803	12.2803	3.3000e-004	3.4000e-004	12.3890
Total	**5.0600e-003**	**3.7700e-003**	**0.0471**	**1.3000e-004**	**0.0159**	**8.0000e-005**	**0.0160**	**4.2300e-003**	**7.0000e-005**	**4.3000e-003**	**0.0000**	**12.2803**	**12.2803**	**3.3000e-004**	**3.4000e-004**	**12.3890**

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

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9232					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3200e-003	0.0430	0.0598	1.0000e-004		2.3400e-003	2.3400e-003		2.3400e-003	2.3400e-003	0.0000	8.4257	8.4257	5.0000e-004	0.0000	8.4383
Total	**0.9295**	**0.0430**	**0.0598**	**1.0000e-004**		**2.3400e-003**	**2.3400e-003**		**2.3400e-003**	**2.3400e-003**	**0.0000**	**8.4257**	**8.4257**	**5.0000e-004**	**0.0000**	**8.4383**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.0600e-003	3.7700e-003	0.0471	1.3000e-004	0.0147	8.0000e-005	0.0148	3.9200e-003	7.0000e-005	4.0000e-003	0.0000	12.2803	12.2803	3.3000e-004	3.4000e-004	12.3890
Total	**5.0600e-003**	**3.7700e-003**	**0.0471**	**1.3000e-004**	**0.0147**	**8.0000e-005**	**0.0148**	**3.9200e-003**	**7.0000e-005**	**4.0000e-003**	**0.0000**	**12.2803**	**12.2803**	**3.3000e-004**	**3.4000e-004**	**12.3890**

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

Increase Diversity

Implement Trip Reduction Program

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2740	1.2135	12.4398	0.1110	2.0433	0.1041	2.1474	0.6444	0.1031	0.7475	0.0000	1,821.3857	1,821.3857	0.2478	0.1870	1,883.3066
Unmitigated	2.3128	1.3374	13.6777	0.1358	2.5068	0.1267	2.6336	0.7906	0.1256	0.9161	0.0000	2,202.8621	2,202.8621	0.2707	0.2153	2,273.7856

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	4,924.00	4,924.00	4924.00	6,710,578	5,469,612
Hotel	0.00	0.00	0.00		
Hotel	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Total	4,924.00	4,924.00	4,924.00	6,710,578	5,469,612

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

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
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Fast Food Restaurant with Drive Thru	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
High Turnover (Sit Down Restaurant)	0.561910	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.000000	0.000000	0.000000	0.025303	0.000000	0.000000
Hotel	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Parking Lot	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Quality Restaurant	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	666.4364	666.4364	0.0563	6.8200e-003	669.8744
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	826.9236	826.9236	0.0698	8.4600e-003	831.1896
NaturalGas Mitigated	0.0892	0.8107	0.6810	4.8600e-003		0.0616	0.0616		0.0616	0.0616	0.0000	882.4985	882.4985	0.0169	0.0162	887.7427
NaturalGas Unmitigated	0.1108	1.0068	0.8457	6.0400e-003		0.0765	0.0765		0.0765	0.0765	0.0000	1,096.0027	1,096.0027	0.0210	0.0201	1,102.5157

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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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	1.05928e+006	5.7100e-003	0.0519	0.0436	3.1000e-004		3.9500e-003	3.9500e-003		3.9500e-003	3.9500e-003	0.0000	56.5274	56.5274	1.0800e-003	1.0400e-003	56.8634
High Turnover (Sit Down Restaurant)	1.3633e+006	7.3500e-003	0.0668	0.0561	4.0000e-004		5.0800e-003	5.0800e-003		5.0800e-003	5.0800e-003	0.0000	72.7509	72.7509	1.3900e-003	1.3300e-003	73.1832
Hotel	3.638e+006	0.0196	0.1783	0.1498	1.0700e-003		0.0136	0.0136		0.0136	0.0136	0.0000	194.1376	194.1376	3.7200e-003	3.5600e-003	195.2912
Hotel	5.22529e+006	0.0282	0.2561	0.2152	1.5400e-003		0.0195	0.0195		0.0195	0.0195	0.0000	278.8411	278.8411	5.3400e-003	5.1100e-003	280.4981
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
Quality Restaurant	9.25244e+006	0.0499	0.4536	0.3810	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	493.7457	493.7457	9.4600e-003	9.0500e-003	496.6798
Total		**0.1108**	**1.0068**	**0.8457**	**6.0400e-003**		**0.0765**	**0.0765**		**0.0765**	**0.0765**	**0.0000**	**1,096.0027**	**1,096.0027**	**0.0210**	**0.0201**	**1,102.5157**

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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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	954733	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003	0.0000	50.9482	50.9482	9.8000e-004	9.3000e-004	51.2509
High Turnover (Sit Down Restaurant)	1.22874e+006	6.6300e-003	0.0602	0.0506	3.6000e-004		4.5800e-003	4.5800e-003		4.5800e-003	4.5800e-003	0.0000	65.5704	65.5704	1.2600e-003	1.2000e-003	65.9600
Hotel	2.46877e+006	0.0133	0.1210	0.1017	7.3000e-004		9.2000e-003	9.2000e-003		9.2000e-003	9.2000e-003	0.0000	131.7432	131.7432	2.5300e-003	2.4200e-003	132.5261
Hotel	3.54592e+006	0.0191	0.1738	0.1460	1.0400e-003		0.0132	0.0132		0.0132	0.0132	0.0000	189.2237	189.2237	3.6300e-003	3.4700e-003	190.3481
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
Quality Restaurant	8.33923e+006	0.0450	0.4088	0.3434	2.4500e-003		0.0311	0.0311		0.0311	0.0311	0.0000	445.0131	445.0131	8.5300e-003	8.1600e-003	447.6575
Total		**0.0892**	**0.8107**	**0.6810**	**4.8600e-003**		**0.0616**	**0.0616**		**0.0616**	**0.0616**	**0.0000**	**882.4985**	**882.4985**	**0.0169**	**0.0162**	**887.7427**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	179332	31.8037	2.6800e-003	3.3000e-004	31.9677
High Turnover (Sit Down Restaurant)	230800	40.9314	3.4500e-003	4.2000e-004	41.1425
Hotel	1.06766e+006	189.3449	0.0160	1.9400e-003	190.3217
Hotel	1.53349e+006	271.9574	0.0230	2.7800e-003	273.3603
Parking Lot	85107.8	15.0935	1.2700e-003	1.5000e-004	15.1714
Quality Restaurant	1.56639e+006	277.7929	0.0235	2.8400e-003	279.2260
Total		**826.9236**	**0.0698**	**8.4600e-003**	**831.1896**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	155291	27.5402	2.3200e-003	2.8000e-004	27.6823
High Turnover (Sit Down Restaurant)	199860	35.4443	2.9900e-003	3.6000e-004	35.6271
Hotel	1.17376e+006	208.1604	0.0176	2.1300e-003	209.2342
Hotel	817204	144.9275	0.0122	1.4800e-003	145.6752
Parking Lot	55320	9.8108	8.3000e-004	1.0000e-004	9.8614
Quality Restaurant	1.35641e+006	240.5532	0.0203	2.4600e-003	241.7942
Total		**666.4364**	**0.0562**	**6.8100e-003**	**669.8744**

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	0.8028	6.0000e-005	6.3700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
Unmitigated	0.8028	6.0000e-005	6.3700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132

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	0.0923					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7099					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.9000e-004	6.0000e-005	6.3700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
Total	**0.8028**	**6.0000e-005**	**6.3700e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0124**	**0.0124**	**3.0000e-005**	**0.0000**	**0.0132**

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	0.0923					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7099					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.9000e-004	6.0000e-005	6.3700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0124	0.0124	3.0000e-005	0.0000	0.0132
Total	**0.8028**	**6.0000e-005**	**6.3700e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0124**	**0.0124**	**3.0000e-005**	**0.0000**	**0.0132**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Fontana Square - San Bernardino-South Coast 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	39.4647	0.4077	9.9200e-003	52.6138
Unmitigated	48.0647	0.5095	0.0124	64.4945

Fontana Square - San Bernardino-South Coast County, Annual

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 2.44254	4.8126	4.1000e-004	5.0000e-005	4.8374
Fast Food Restaurant with Drive Thru	1.17771 / 0.075173	3.2413	0.0386	9.4000e-004	4.4856
High Turnover (Sit Down Restaurant)	1.51767 / 0.0968725	4.1770	0.0498	1.2100e-003	5.7804
Hotel	5.60606 / 0.622895	15.9514	0.1839	4.4600e-003	21.8768
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	7.2241 / 0.461113	19.8824	0.2369	5.7400e-003	27.5145
Total		**48.0647**	**0.5096**	**0.0124**	**64.4945**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 2.29354	4.5190	3.8000e-004	5.0000e-005	4.5423
Fast Food Restaurant with Drive Thru	0.942169 / 0.0705875	2.6137	0.0309	7.5000e-004	3.6091
High Turnover (Sit Down Restaurant)	1.21413 / 0.0909632	3.3681	0.0398	9.6000e-004	4.6510
Hotel	4.48484 / 0.584899	12.9317	0.1471	3.5700e-003	17.6729
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	5.77928 / 0.432985	16.0322	0.1895	4.5900e-003	22.1385
Total		**39.4647**	**0.4077**	**9.9200e-003**	**52.6138**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Fontana Square - San Bernardino-South Coast 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	12.5393	0.7411	0.0000	31.0655
Unmitigated	50.1570	2.9642	0.0000	124.2619

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.18	0.0365	2.1600e-003	0.0000	0.0905
Fast Food Restaurant with Drive Thru	44.69	9.0717	0.5361	0.0000	22.4747
High Turnover (Sit Down Restaurant)	59.5	12.0780	0.7138	0.0000	29.9226
Hotel	121	24.5619	1.4516	0.0000	60.8511
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	21.72	4.4090	0.2606	0.0000	10.9230
Total		**50.1570**	**2.9642**	**0.0000**	**124.2619**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.045	9.1300e-003	5.4000e-004	0.0000	0.0226
Fast Food Restaurant with Drive Thru	11.1725	2.2679	0.1340	0.0000	5.6187
High Turnover (Sit Down Restaurant)	14.875	3.0195	0.1785	0.0000	7.4807
Hotel	30.25	6.1405	0.3629	0.0000	15.2128
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	5.43	1.1022	0.0651	0.0000	2.7308
Total		**12.5393**	**0.7411**	**0.0000**	**31.0655**

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

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

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Parameters		Units
Project Electricity Use	1,356	MWh/yr
Percent of Project Electricity covered by Solar	288%	
System Size[1]	2,327.50	MW
NREL Panel Size	1	kW/m^2
NREL Panel Efficiency	15%	
Panel Size[1]	13.9	kW/1000 sqft Panel
Solar Panel Module Area[2]	15,516	sqft
System Generation[2]	3,902	MWh/year
Electricity Intensity Factor[3]	393	lb CO_2e/MWh
Annual GHG Emission Reduction	**696**	**MT CO_2e/yr**

Notes
[1] System size based on Project-specific data.
[2] System generation was determined using default commercial rooftop solar array assumptions in the
[3] CO_2e weighted intensity factor for SCE accounts for CO_2, N_2O, and CH_4 emissions rates under the 33%

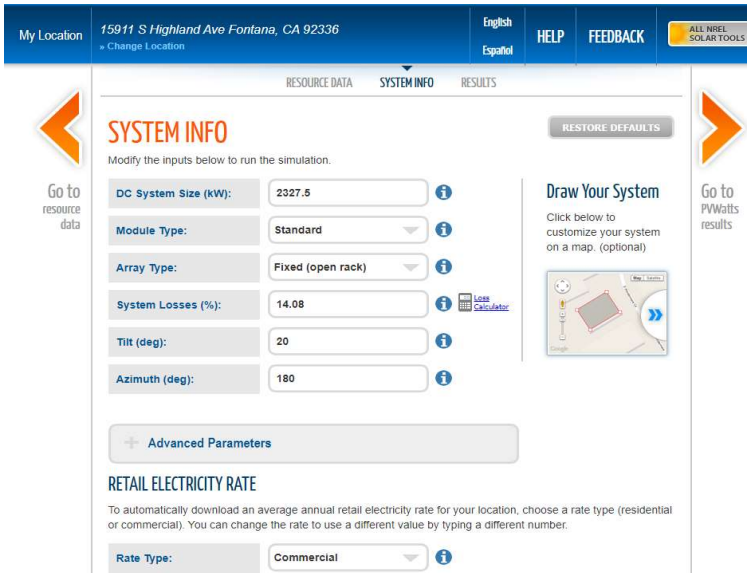
Abbreviations
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
kW - kilowatt
kWh - kilowatt-hour
lb - pound
MT - metric tonnes
MWh - megawatt-hour
RPS - Renewable Portfolio Standards
SCE - Southern California Edison
sqft - square feet
yr - year
PV - photovoltaic

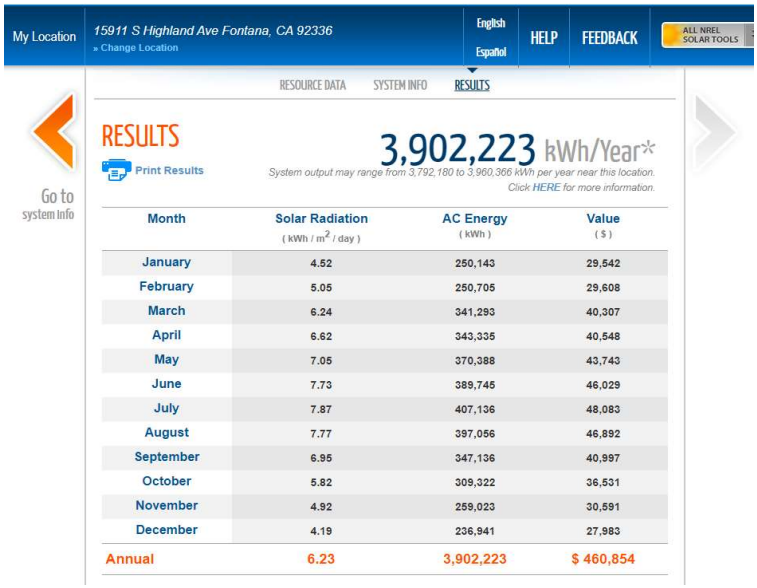
Conversion Factors:

lb/MT	2204.62
MT/gram	1.00E-06
MWh to KWh	0.001
(lbs CO2e/MWh delivered)	393.00
ft/m	3.28

lbs CO_2/MWh delivered	522	2020 RPS (33%)
CH_4 Intensity (lb/MWhr)	0.029	25
N_2O Intensity (lb/MWhr)	0.00617	298

updated values





Month	Solar Radiation (kWh / m^2 / day)	AC Energy (kWh)	Value ($)
January	4.52	250,143	29,542
February	5.05	250,705	29,608
March	6.24	341,293	40,307
April	6.62	343,335	40,548
May	7.05	370,388	43,743
June	7.73	389,745	46,029
July	7.87	407,136	48,083
August	7.77	397,056	46,892
September	6.95	347,136	40,997
October	5.82	309,322	36,531
November	4.92	259,023	30,591
December	4.19	236,941	27,983
Annual	6.23	3,902,223	$ 460,854

DC System Size

The DC system size is the DC (direct current) power rating of the photovoltaic array in kilowatts (kW) at standard test conditions (STC). PVWatts® can model any size of array, from small residential rooftop systems to large ground-mounted power generation systems.

The default PV system size is 4 kW. For a system with 16% efficient PV modules, this corresponds to an array area of approximately 25 m^2 (269 ft^2): 4 kW ÷ 1 kW/m^2 ÷ 16% = 25 m^2. This array area is the total module area, not the total area required by the system that might include space between modules and space for inverters and other parts of the system.

By default, PVWatts® uses a DC-to-AC size ratio of 1.1 so that the array's DC nameplate size at STC is 1.1 times the inverter's AC (alternating current) size. For example, the default 4 kW system has an array size of 4 DC kW and an inverter size of 3.63 AC kW. The default DC-to-AC ratio value is appropriate for most analyses, but you can change it under **Advanced Parameters**.

You can either estimate the system size based on the area available for the array, or calculate it from the module nameplate size at STC and number of modules in the array:

Size (kW) = Array Area (m^2) × 1 kW/m^2 × Module Efficiency (%)

or

Size (kW) = Module Nameplate Size (W) × Number of Modules ÷ 1,000 W/kW

If you are unsure of the number and size of modules or array area, you can Draw Your System to get a rough estimate based on the area available for the photovoltaic array.

Important Note: PVWatts® makes assumptions about the module performance based on the Module Type you choose, and assumes that the module nameplate size is for standard test conditions (STC): Solar irradiance of 1,000 W/m^2, cell temperature of 25°C (77°F), and air mass of 1.5. You should not use PVWatts® to model a system with other types of modules, or with a nameplate size for other test conditions.

Module Type

The module type describes the photovoltaic modules in the array. If you do not have information about the modules in the system, use the default Standard module type. Otherwise, you can use information from the module data sheet and the table below to choose the module type.

Module Type Options

PVWatts® Module Type	Cell Material	Approximate Nominal Efficiency	Module Cover	Temperature Coefficient of Power
Standard	Crystalline Silicon	15%	Glass	-0.47 %/°C
Premium	Crystalline Silicon	19%	Glass with anti-reflective coating	-0.35 %/°C
Thin Film	Thin film	10%	Glass	-0.20 %/°C

See the Technical Reference for details about how PVWatts® models the different module types.

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	155291	27.5402	2.3200e-003	2.8000e-004	27.6823
High Turnover (Sit Down Restaurant)	199860	35.4443	2.9900e-003	3.6000e-004	35.6271
Hotel	1.17376e+006	208.1604	0.0176	2.1300e-003	209.2342
Hotel	817204	144.9275	0.0122	1.4800e-003	145.6752
Parking Lot	55320	9.8108	8.3000e-004	1.0000e-004	9.8614
Quality Restaurant	1.35641e+006	240.5532	0.0203	2.4600e-003	241.7942
Total		**666.4364**	**0.0562**	**6.8100e-003**	**669.8744**

	building footprint	
Banquet Hall	23800	square feet
Hotel	13672	square feet
Hotel	7807	square feet
	45279	total square feet
50% of roof	22,640	square feet
	2,103	converted to meters squared

System Capacity 315.3 kWdc from PVWatts Calculator