Appendix G
Greenhouse Gas Emissions Assessment

Greenhouse Gas Emissions Assessment
2720 Willow Avenue
Warehouse Project
City of Rialto, California

Kimley»Horn
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Appendix A: Greenhouse Gas Emissions Data

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
CPP	Clean Power Plan
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 2720 Willow Avenue Warehouse Project (Project). The purpose of this analysis is to identify the GHG emissions associated with construction and operations of the Project, located in the City of Rialto, California.

1.1 Project Location

The Project site is located at 2720 Willow Avenue in the City of Rialto (City), San Bernardino County, California. The Project site encompasses approximately 5.63 acres and is generally bound by industrial uses to the north; Willow Avenue to the east; industrial uses to the south; and vacant land to the west; refer to **Exhibit 1: Regional Vicinity** and **Exhibit 2: Site Vicinity**. The Project site is zoned Medium Industrial (Agua Mansa Industrial Corridor Specific Plan) and located within the General Industrial land use designation in the City's General Plan.

1.2 Project Description

The Project site is currently occupied by two warehouse buildings totaling approximately 44,500 square feet, as well as a vacant field covering approximately 1.68 acres. The Project proposes to demolish the existing warehouse buildings to construct an approximate 118,000 square foot warehouse building with potential office space, parking, and landscaping; refer to **Exhibit 3: Site Plan**. The warehouse building would include 111,000 square feet of warehouse space and 7,000 sf of ancillary office space, the latter on two levels, and 16 dock doors. Employee parking and landscaping would be provided along the property boundaries and building frontages. The Project would provide 89 parking stalls. Trucks and passenger vehicles would access the Project site from two driveways, both of which are located on Willow Avenue.

Hours of Operation

The tenant(s) of the warehouse facility has not been identified; therefore, the precise nature of facility operations cannot be determined at this time. Any future occupant would be required to adhere to the pertinent City regulations. For the purposes of this analysis, the hours of operation are assumed to be 7 days a week, 24 hours per day.

Off-Site Improvements

Project implementation would require construction of new on-site utility infrastructure. The Project would connect utilities to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities occurring during final building design and plan check. The Project would also complete the remaining half-width improvements of Willow Avenue along the Project frontage, consistent with the Specific Plan cross-section for Collector Streets. This would include two 11-foot lanes and a 4-foot sidewalk.

Construction Activities

Construction of the Project is anticipated to begin in September 2024 with a construction duration of approximately 11 months. Construction of the Project would require the following phases: demolition site

preparation, grading, infrastructure improvements, paving, building construction, and architectural coatings. Earthwork would be balanced on-site.

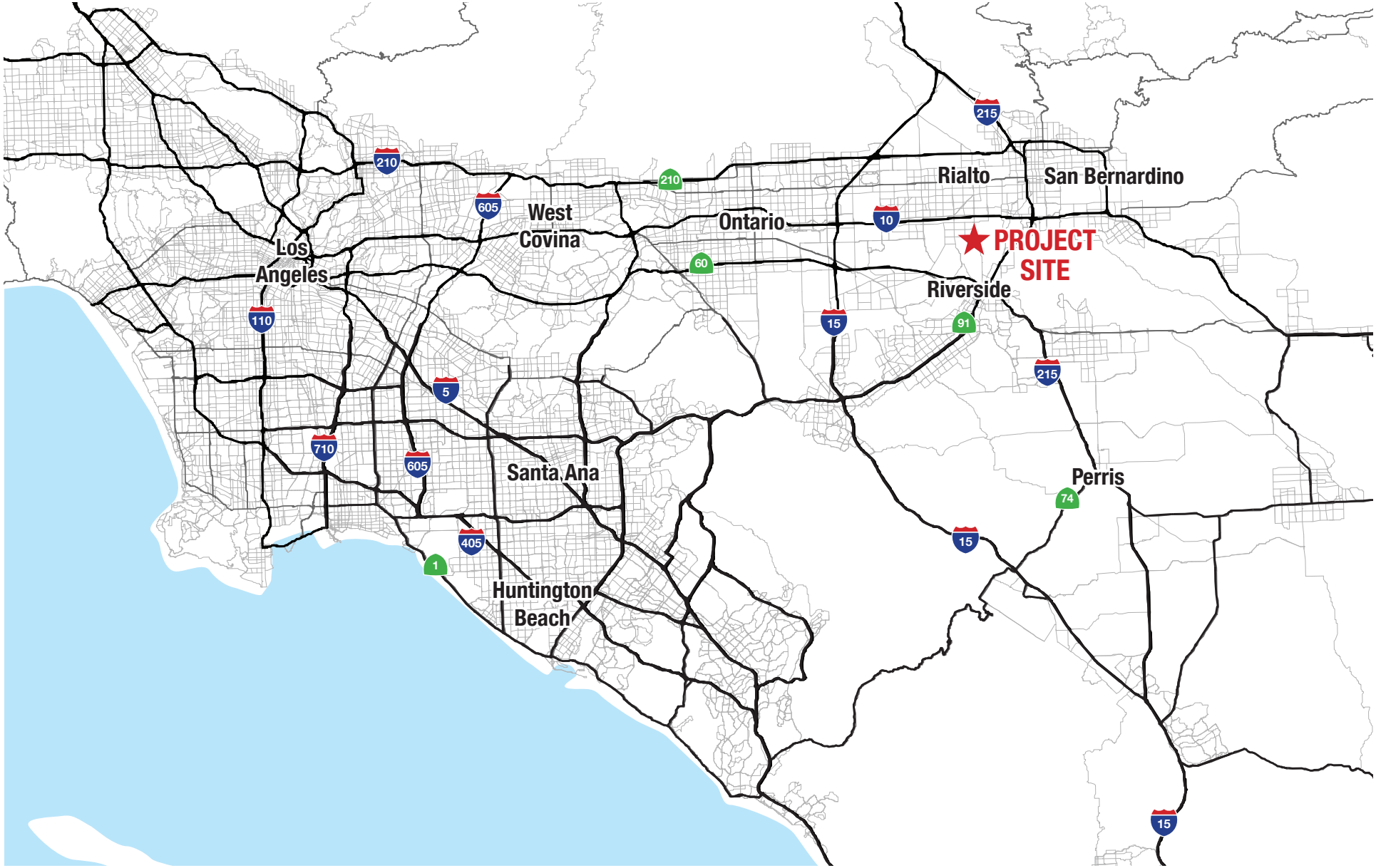

EXHIBIT 1: Regional Vicinity
2720 Willow Avenue Warehouse Project
City of Rialto

Not to Scale

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EXHIBIT 2: Site Vicinity
2720 Willow Avenue Warehouse Project
City of Rialto

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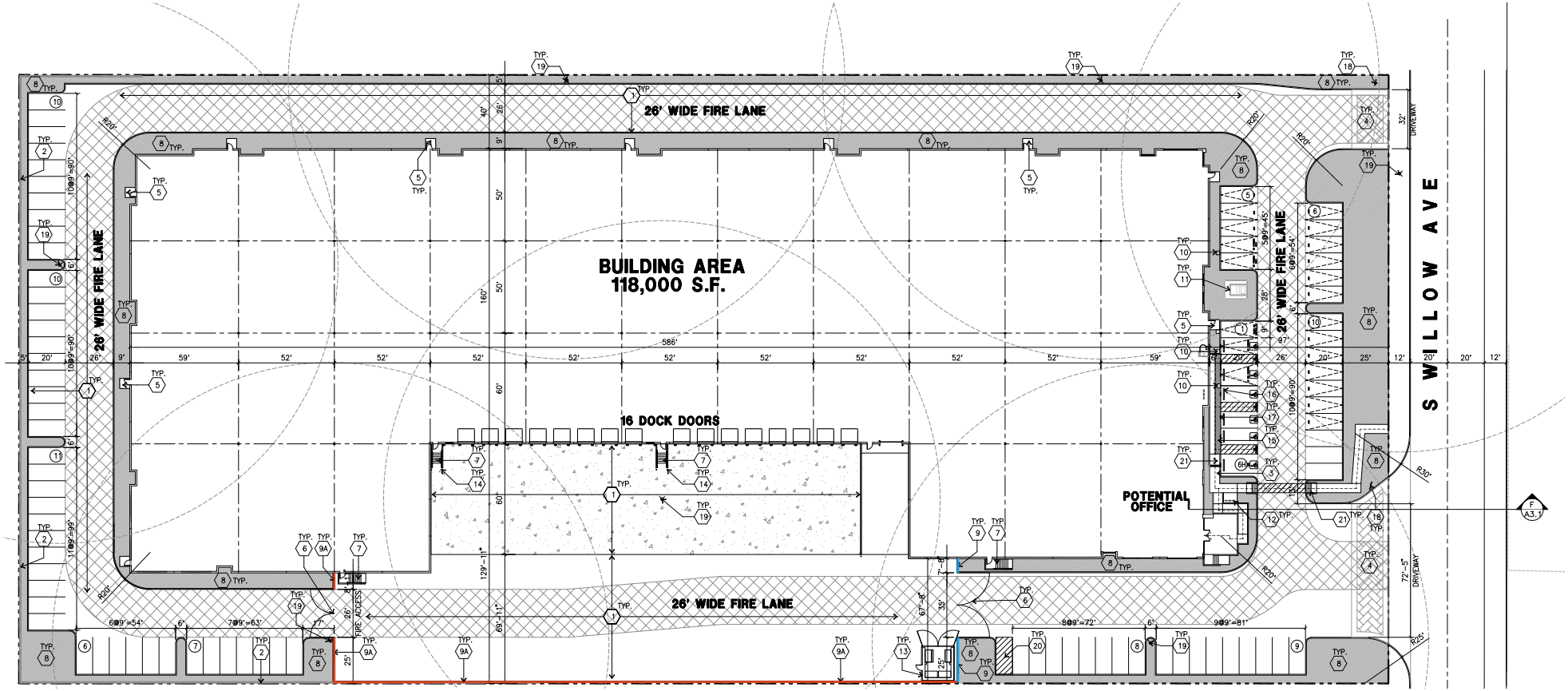

SITE LEGEND

- LANDSCAPED AREA
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- 26' FIRE WIDE FIRELANE
- ELECTRIC VEHICLE PARKING WITH EVSE (9' X 20')
- STANDARD PARKING STALL (9' X 20')
- HANDICAP PARKING STALL (9' X 20') VANPOOL (12' X 20')
- PATH OF TRAVEL
- CLEAN AIR/VAN POOL/EV STALL (9' X 20')
- FIRE HYDRANTS

FENCE/WALL LEGEND

- 9 — 14' CONCRETE TILT UP SCREEN WALL
- 9A — 8' HIGH STEEL FENCE

EXHIBIT 3: Site Plan

2720 Willow Avenue Warehouse Project

City of Rialto

Not to Scale

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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*, (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), 2018; 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.

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 U.S. 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 U.S. 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 U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two which 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 current U.S. EPA administration has repealed SAFE Rule Part One, effective January 28, 2022 and is reconsidering Part Two. As of April 1, 2022, the CAFE standards require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026. The new CAFE standards for model year 2024-2026 will reduce fuel use by more than 200 billion gallons through 2050, as compared to continuing under the old standards.[2]

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

[2] National Highway Traffic Safety Administration, *USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026*, available at: https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026

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 manifested 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.

2017 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").[3] The Scoping Plan evaluates opportunities for sector-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.[4] 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.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing ZEV buses and trucks.

[3] 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 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.

[4] 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 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.

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[5]. 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.

2022 CARB Scoping Plan

Adopted December 15, 2022, CARB's *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the

[5] California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* November 2017.

jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects.[6] CARB specifically states that Appendix D does not address other land uses (e.g., industrial).[7] However, CARB plans to explore new approaches for other land use types in the future.[8]

As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

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.

[6] California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, *Appendix D: Local Actions*, Page 21, November 2022.

[7] California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, *Appendix D: Local Actions*, Page 4, November 2022.

[8] California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, *Appendix D: Local Actions*, Page 21, November 2022.

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.

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. In 2018, the EPA proposed the SAFE Vehicles Rule, which would roll back fuel economy standards and revoke California's waiver. However, in December 2021, the NHTSA repealed the SAFE Vehicle Rule Part One.

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. 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.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality

management districts to implement to support the transition to zero-emission small off-road equipment operations.

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 took 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.

On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards (2022 Energy Code). In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

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, 2023 (2022 CALGreen). The 2022 CALGreen standards 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 Rule 2305 (Warehouse Indirect Source Rule)

Rule 2305 was adopted by the South Coast Air Quality Management District (SCAQMD) Governing Board on May 7, 2021 to reduce NO_X and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. However, Rule 2305 would also reduce GHG emissions. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

South Coast Air Quality Management District Thresholds

The 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. The SCAQMD has adopted a threshold of 10,000 metric tons of CO_2e ($MTCO_2e$) per year for industrial projects and a 3,000 $MTCO_2e$ threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). The Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Southern California Association of Governments

On September 3, 2020, Southern California Association of Governments' (SCAG's) Regional Council adopted *Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy* [2020 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 Rialto General Plan

Chapter 2, Managing Our Land Supply of the City's General Plan identifies goals related to greenhouse gas emissions within the City. Goals and policies that relate to air quality impacts include the following:

Goal 2-30: Incorporate green building and other sustainable building practices into development projects.

Policy 2-30.1: Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.

Policy 2-30.2: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.

Goal 2-31: Conserve energy resources.

Policy 2-31.1: Require the incorporation of energy conservation features into the design of all new construction and site development activities.

Goal 2-34: Achieve waste recycling levels that meet or exceed State mandates. Achieve maximum waste recycling in all sectors of the community: residential, commercial, industrial, institutional, and construction.

Policy 2-34.2: Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste generated in Rialto that is disposed of in landfills.

Policy 2-31.3: Encourage the maximum diversion from landfills of construction and demolition materials through recycling and reuse programs.

Goal 2-38: Mitigate against climate change.

Policy 2-38.1: Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.

Policy 2-38.2: Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.

Policy 2-38.3: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).

City of Rialto Climate Adaptation Plan

The City of Rialto Climate Adaptation Plan outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. Goals include:

- Prevent truck routes from disproportionately impacting disadvantaged communities;
- Create a clean air checklist for new development of sensitive land uses;
- Increase use of low-emission and electric vehicles where feasible;
- Adopt building and maintenance standards that reflect the regional best practices in reducing urban heat island effect.

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.[9]

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 December 5, 2008, the SCAQMD Governing Board adopted a 10,000 $MTCO_2e$ industrial threshold for projects where the SCAQMD is lead agency. During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. 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. However, the SCAQMD has not announced when staff is expecting to present GHG thresholds for land use projects where the SCAQMD is not the lead agency to the governing board. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project.[10] Furthermore, the Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.).

Although the screening threshold for industrial projects is 10,000 $MTCO_2e$ per year, this analysis conservatively utilizes 3,000 $MTCO_2e$ per year as the Project GHG threshold.

[9] 14 California Code of Regulations, Section 15064.4a

[10] South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8*, 2009.

4.2 Methodology

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod). Details of the modeling assumptions and emission factors are provided in **Appendix A: Greenhouse Gas Emissions Data**. 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 construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project's operations-related GHG emissions would be generated by vehicular traffic, area sources (e.g. landscaping maintenance and consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste.

5 POTENTIAL IMPACTS

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	$MTCO_2e$
Construction	349.60
30-Year Amortized Construction	11.65

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

As shown, the Project would result in the generation of approximately 349.60 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.[11] The amortized Project construction emissions would be 11.65 $MTCO_2e$ 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 Project would generate approximately 1,930.41 $MTCO_2e$ annually from both construction and operations.

[11] The amortization period of 30-years is based on the standard 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).

Table 3: Project Greenhouse Gas Emissions	
Emissions Source	**$MTCO_2e$ per Year**
Construction Amortized Over 30 Years	11.65
Area Source	0.01
Energy	64.21
Mobile	1,444.60
Off-Road – Forklifts	134.09
Off-Road – Yard Trucks	97.84
Emergency Generators	19.56
Waste	56.02
Water and Wastewater	102.42
Total Project Emissions	**1,930.41**
Threshold	*3,000*
Exceeds Threshold?	**No**
Source: CalEEMod version 2020.4.0. Refer to **Appendix A** for model outputs.	

Below is a description of the primary sources of operational emissions:

- **Area Sources**. Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. Landscaping is anticipated to occur throughout the Project site. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. The Project would result in 0.01 $MTCO_2e$ per year (refer to **Table 3**).

- **Energy Consumption**. Energy consumption consists of emissions from Project consumption of electricity and natural gas. The Project would result in 64.21 $MTCO_2e$ per year from energy consumption (refer to **Table 3**).

- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. For this Project it was assumed that the warehouses would include two forklifts and one yard truck per SCAQMD data.[12] Based on CARB OFFROAD emissions data, the forklifts and yard truck would generate 134.09 and 97.84 $MTCO_2e$ per year, respectively.

- **Emergency Backup Generators**. As the Project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with this equipment were included to be conservative. Emissions from an emergency backup generator for the warehouse building was calculated separately from CalEEMod; refer to **Appendix A**. However, CalEEMod default emissions rates were used. If backup

[12] SCAQMD, *High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results*, June 2014.

generators are required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions. As shown in **Table 3**, backup generator emissions would be 19.56 $MTCO_2e$ per year.

- **Mobile Sources**. Mobiles sources from the Project were calculated with CalEEMod based on the trip generation from the *Vehicles Miles Traveled Memorandum for 2720 Willow Avenue Warehouse Project* (VMT Memo) prepared by Kimley-Horn (dated October 17, 2022). Based on the VMT Memo, the Project would generate 205 daily trips, including 86 truck trips. As shown in **Table 3**, mobile source emissions from the Project would be 1,444.60 $MTCO_2e$ per year.

- **Solid Waste**. Solid waste releases GHG emissions in the form of methane when these materials decompose. The Project would result in 56.02 $MTCO_2e$ per year from solid waste (refer to **Table 3**).

- **Water and Wastewater**. GHG emissions from water demand would occur from electricity consumption associated with water conveyance and treatment. The Project would result in 102.42 $MTCO_2e$ per year from water and wastewater conveyance and treatment (refer to **Table 3**).

It should be noted that the operational emissions reflect Project energy consumption based on the 2019 Title 24 Part 6 (Building Energy Efficiency Standards). The standards require updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements that would cut residential energy use by more than 50 percent (with solar) and nonresidential energy use by 30 percent. The standards also encourage demand responsive technologies including battery storage and heat pump water heaters and improve the building's thermal envelope through high performance attics, walls and windows to improve comfort and energy savings.[13] As noted above, the 2022 Energy Code became effective on January 1, 2023 and strengthens ventilation standards, includes new electric heat pump requirements, promotes electric-ready requirements for new homes (including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure), and expands solar photovoltaic and battery storage standards. The Project would be required to comply with the 2022 Energy Code.[14]

The Project would also comply with the appliance energy efficiency standards in Title 20 of the California Code of Regulations. The Title 20 standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances. The Project would be constructed according to the 2022 CALGreen standards, which includes water conserving plumbing fixtures and fittings, electric heat pump technology, electric-ready requirements when natural gas is installed, and strengthening ventilation standards.

[13] California Energy Commission, *2019 Building Energy Efficiency Standards*, 2018. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency

[14] California Energy Commission, *2022 Building Energy Efficiency Standards*, 2022. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency

At the State and global level, improvements in technology, policy, and social behavior can also influence and reduce operational emissions generated by a Project. The state is currently on a pathway to achieving the Renewable Portfolio Standards goal of 60 percent renewables by 2030 per SB 100 and 100 percent clean electricity by 2045 per AB 1279. Despite these goals, the majority of the Project's emissions would still be from mobile and energy sources. Future mobile source emissions are greatly dependent on changes in vehicle technology, fuels, and social behavior, which can be influenced by policies to varying degrees. This is assumed to also be applicable to the Project vehicle fleet, absent data that may suggest otherwise.

The majority of Project emissions (approximately 87 percent) would occur from mobile sources. CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the state's Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period. In 2018, CARB approved amendments to the LCFS, which strengthened the carbon intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The state is also implementing legislation and regulations to address the second parameter affecting transportation related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark.

As such, the City of Rialto has no regulatory control over emissions control technology and therefore limited ability to control or mitigate emissions associated with mobile source emissions associated with this Project.

Table 3 shows that GHG impacts would be less than significant. Project-related GHG emissions would not result in a cumulatively considerable contribution to the significant cumulative impact of climate change.

Conclusion

Project-related GHG emissions would not exceed the 3,000 $MTCO_2e$ per year threshold and impacts would be less than significant. Thus, the impact would not be cumulatively considerable.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

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?

Consistency with the City of Rialto Climate Adaptation Plan

The Rialto Climate Adaptation Plan outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. The proposed Project would be required to comply with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards and the California Green Building Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning [HVAC] systems, thermal insulation, double-glazed windows, water-conserving plumbing fixtures), these standards indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The most recent 2022 standards went into effect January 1, 2023.

Further, the Project would comply with the City's General Plan policies and State Building Code provisions designed to reduce GHG emissions. The proposed Project would also comply with all SCAQMD applicable rules and regulations during construction and operation and would not interfere with the State's AB 32 goals.

Consistency with the 2022 CARB Scoping Plan

As previously noted, the 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As shown in **Table 3**, approximately 96 percent of the Project's GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City has no control over vehicle emissions (approximately 87 percent of the Project's

total emissions). However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover.

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan.

SCAG RTP/SCS Consistency

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted Connect SoCal (*2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy* [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.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	N/A:	Although the Project is not a transportation improvement Project, the Project is located near existing transit routes and access to Interstate 10 (I-10).

Table 4: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	As the proposed Project is not a transportation improvement Project, Goal 3 is not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	As the proposed Project is not a transportation improvement Project, Goal 4 is not applicable. However, the Project includes a warehouse use that would support goods movement.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent:	The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. The proposed Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen). Further, the Project is located within an urban area in proximity to existing truck 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:	As discussed in the Project's Air Quality Assessment, the Project does not exceed the SCAQMD's regional or 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 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:	As the proposed Project is not a transportation improvement Project, Goal 8 is not applicable.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	As the proposed Project is not a housing development Project, Goal 9 is not applicable.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A:	The Project 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.

Conclusion

The proposed Project would be consistent with applicable plans, policies, and regulations related to the reduction of GHG emissions and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

5.3 Cumulative Setting and Impacts

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. In addition, the Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed under Impact Threshold 5.2, the Project would not conflict with any applicable GHG reduction plans including the RTP/SCS, 2022 Scoping Plan, and the Rialto Climate Adaptation Plan. Therefore, the Project's cumulative contribution of GHG emissions would be less than significant and the Project's cumulative GHG impacts would also be less than cumulatively considerable.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

6 REFERENCES

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Appendix A

Greenhouse Gas Emissions Data

2720 Willow Ave. Warehouse_Construction+Passenger Cars - 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

2720 Willow Ave. Warehouse_Construction+Passenger Cars

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	118.45	1000sqft	2.72	118,450.00	0
Parking Lot	98.00	Space	2.25	39,200.00	0
City Park	0.66	Acre	0.66	28,749.60	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per site plan.

Construction Phase - Per construction questionnaire.

Off-road Equipment - Infrastructure Improvements

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Demolition -

2720 Willow Ave. Warehouse_Construction+Passenger Cars - 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 - Passenger cars only.

Construction Off-road Equipment Mitigation - SCAQMD Rules and Regulations.

Area Mitigation -

Waste Mitigation -

Water Mitigation -

Fleet Mix - Passenger cars only.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	230.00	85.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	20.00	85.00
tblConstructionPhase	PhaseEndDate	9/19/2025	5/30/2025
tblConstructionPhase	PhaseEndDate	7/25/2025	5/30/2025
tblConstructionPhase	PhaseEndDate	7/26/2024	8/30/2024
tblConstructionPhase	PhaseEndDate	9/6/2024	1/31/2025
tblConstructionPhase	PhaseEndDate	8/22/2025	5/30/2025
tblConstructionPhase	PhaseEndDate	8/9/2024	9/15/2024
tblConstructionPhase	PhaseStartDate	8/23/2025	4/1/2025
tblConstructionPhase	PhaseStartDate	9/7/2024	2/1/2025
tblConstructionPhase	PhaseStartDate	8/10/2024	9/16/2024
tblConstructionPhase	PhaseStartDate	7/26/2025	3/1/2025
tblConstructionPhase	PhaseStartDate	7/27/2024	9/2/2024
tblFleetMix	HHD	0.02	0.00

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

tblFleetMix	LDA	0.54	0.74
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.17	0.11
tblFleetMix	LHD1	0.03	0.02
tblFleetMix	LHD2	7.0090e-003	0.00
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MDV	0.13	0.09
tblFleetMix	MH	4.6060e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	5.5200e-004	0.00
tblFleetMix	SBUS	9.5600e-004	0.00
tblFleetMix	UBUS	2.4800e-004	0.00
tblLandUse	LotAcreage	0.88	2.25
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.04
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.04
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.04

2.0 Emissions Summary

2720 Willow Ave. Warehouse_Construction+Passenger Cars - 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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1311	1.2665	1.1345	2.3100e-003	0.4000	0.0557	0.4557	0.1875	0.0515	0.2390	0.0000	203.1567	203.1567	0.0595	4.3000e-004	204.7725
2025	0.7342	1.5729	2.0703	3.9200e-003	0.4626	0.0667	0.5293	0.2035	0.0619	0.2654	0.0000	346.2479	346.2479	0.0835	4.2600e-003	349.6044
Maximum	**0.7342**	**1.5729**	**2.0703**	**3.9200e-003**	**0.4626**	**0.0667**	**0.5293**	**0.2035**	**0.0619**	**0.2654**	**0.0000**	**346.2479**	**346.2479**	**0.0835**	**4.2600e-003**	**349.6044**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1311	1.2665	1.1345	2.3100e-003	0.1548	0.0557	0.2105	0.0713	0.0515	0.1227	0.0000	203.1565	203.1565	0.0595	4.3000e-004	204.7723
2025	0.7342	1.5729	2.0703	3.9200e-003	0.2072	0.0667	0.2738	0.0851	0.0619	0.1470	0.0000	346.2475	346.2475	0.0835	4.2600e-003	349.6040
Maximum	**0.7342**	**1.5729**	**2.0703**	**3.9200e-003**	**0.2072**	**0.0667**	**0.2738**	**0.0851**	**0.0619**	**0.1470**	**0.0000**	**346.2475**	**346.2475**	**0.0835**	**4.2600e-003**	**349.6040**

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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**	**58.04**	**0.00**	**50.82**	**60.02**	**0.00**	**46.53**	**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	**7-1-2024**	**9-30-2024**	0.7586	0.7586
2	**10-1-2024**	**12-31-2024**	0.6170	0.6170
3	**1-1-2025**	**3-31-2025**	0.8915	0.8915
4	**4-1-2025**	**6-30-2025**	1.3975	1.3975
		Highest	1.3975	1.3975

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	0.4865	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Energy	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	63.8735	63.8735	4.5600e-003	7.6000e-004	64.2130
Mobile	0.0629	0.0704	0.8616	2.1700e-003	0.2785	1.2900e-003	0.2798	0.0740	1.1900e-003	0.0752	0.0000	199.0868	199.0868	7.7800e-003	5.7300e-003	200.9895
Waste						0.0000	0.0000		0.0000	0.0000	22.6132	0.0000	22.6132	1.3364	0.0000	56.0232
Water						0.0000	0.0000		0.0000	0.0000	8.6901	64.8025	73.4925	0.8980	0.0217	102.4211
Total	**0.5507**	**0.0821**	**0.8742**	**2.2400e-003**	**0.2785**	**2.1900e-003**	**0.2807**	**0.0740**	**2.0900e-003**	**0.0761**	**31.3033**	**327.7682**	**359.0715**	**2.2468**	**0.0282**	**423.6526**

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	0.4865	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Energy	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	63.8735	63.8735	4.5600e-003	7.6000e-004	64.2130
Mobile	0.0629	0.0704	0.8616	2.1700e-003	0.2785	1.2900e-003	0.2798	0.0740	1.1900e-003	0.0752	0.0000	199.0868	199.0868	7.7800e-003	5.7300e-003	200.9895
Waste						0.0000	0.0000		0.0000	0.0000	22.6132	0.0000	22.6132	1.3364	0.0000	56.0232
Water						0.0000	0.0000		0.0000	0.0000	8.6901	64.8025	73.4925	0.8980	0.0217	102.4211
Total	**0.5507**	**0.0821**	**0.8742**	**2.2400e-003**	**0.2785**	**2.1900e-003**	**0.2807**	**0.0740**	**2.0900e-003**	**0.0761**	**31.3033**	**327.7682**	**359.0715**	**2.2468**	**0.0282**	**423.6526**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2024	8/30/2024	5	45	
2	Building Construction	Building Construction	2/1/2025	5/30/2025	5	85	
3	Infrastructure Improvements	Grading	2/2/2025	6/1/2025	5	85	

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4	Paving	Paving	3/1/2025	5/30/2025	5	65	
5	Architectural Coating	Architectural Coating	4/1/2025	5/30/2025	5	44	
6	Grading	Grading	9/16/2024	1/31/2025	5	100	
7	Site Preparation	Site Preparation	9/2/2024	9/15/2024	5	10	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 42.5

Acres of Paving: 2.25

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 177,675; Non-Residential Outdoor: 59,225; Striped Parking Area: 2,352 (Architectural Coating – sqft)

OffRoad Equipment

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

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

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Infrastructure Improvements	Excavators	1	8.00	158	0.38
Infrastructure Improvements	Graders	0	8.00	187	0.41
Infrastructure Improvements	Rubber Tired Dozers	1	8.00	247	0.40
Infrastructure Improvements	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	49.00	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	78.00	31.00	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	16.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Infrastructure Improvements	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

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 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3500e-003	0.0000	5.3500e-003	8.1000e-004	0.0000	8.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0505	0.4698	0.4434	8.7000e-004		0.0216	0.0216		0.0201	0.0201	0.0000	76.4911	76.4911	0.0214	0.0000	77.0261
Total	**0.0505**	**0.4698**	**0.4434**	**8.7000e-004**	**5.3500e-003**	**0.0216**	**0.0270**	**8.1000e-004**	**0.0201**	**0.0209**	**0.0000**	**76.4911**	**76.4911**	**0.0214**	**0.0000**	**77.0261**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	2.8600e-003	8.3000e-004	1.0000e-005	4.2000e-004	3.0000e-005	4.5000e-004	1.2000e-004	3.0000e-005	1.4000e-004	0.0000	1.3378	1.3378	6.0000e-005	2.1000e-004	1.4024
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0900e-003	7.8000e-004	0.0102	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.7716	2.7716	7.0000e-005	7.0000e-005	2.7950
Total	**1.1500e-003**	**3.6400e-003**	**0.0110**	**4.0000e-005**	**4.1200e-003**	**5.0000e-005**	**4.1700e-003**	**1.1000e-003**	**5.0000e-005**	**1.1400e-003**	**0.0000**	**4.1094**	**4.1094**	**1.3000e-004**	**2.8000e-004**	**4.1974**

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

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.9800e-003	0.0000	1.9800e-003	3.0000e-004	0.0000	3.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0505	0.4698	0.4434	8.7000e-004		0.0216	0.0216		0.0201	0.0201	0.0000	76.4910	76.4910	0.0214	0.0000	77.0260
Total	**0.0505**	**0.4698**	**0.4434**	**8.7000e-004**	**1.9800e-003**	**0.0216**	**0.0236**	**3.0000e-004**	**0.0201**	**0.0204**	**0.0000**	**76.4910**	**76.4910**	**0.0214**	**0.0000**	**77.0260**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	2.8600e-003	8.3000e-004	1.0000e-005	4.0000e-004	3.0000e-005	4.3000e-004	1.1000e-004	3.0000e-005	1.4000e-004	0.0000	1.3378	1.3378	6.0000e-005	2.1000e-004	1.4024
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0900e-003	7.8000e-004	0.0102	3.0000e-005	3.5100e-003	2.0000e-005	3.5300e-003	9.4000e-004	2.0000e-005	9.5000e-004	0.0000	2.7716	2.7716	7.0000e-005	7.0000e-005	2.7950
Total	**1.1500e-003**	**3.6400e-003**	**0.0110**	**4.0000e-005**	**3.9100e-003**	**5.0000e-005**	**3.9600e-003**	**1.0500e-003**	**5.0000e-005**	**1.0900e-003**	**0.0000**	**4.1094**	**4.1094**	**1.3000e-004**	**2.8000e-004**	**4.1974**

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

3.3 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0581	0.5300	0.6836	1.1500e-003		0.0224	0.0224		0.0211	0.0211	0.0000	98.5658	98.5658	0.0232	0.0000	99.1450
Total	**0.0581**	**0.5300**	**0.6836**	**1.1500e-003**		**0.0224**	**0.0224**		**0.0211**	**0.0211**	**0.0000**	**98.5658**	**98.5658**	**0.0232**	**0.0000**	**99.1450**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.4200e-003	0.0488	0.0191	2.3000e-004	8.3100e-003	3.4000e-004	8.6500e-003	2.4000e-003	3.3000e-004	2.7300e-003	0.0000	22.2056	22.2056	5.6000e-004	3.2800e-003	23.1968
Worker	9.9900e-003	6.8100e-003	0.0928	2.9000e-004	0.0364	1.7000e-004	0.0365	9.6500e-003	1.5000e-004	9.8100e-003	0.0000	26.2947	26.2947	6.1000e-004	6.6000e-004	26.5078
Total	**0.0114**	**0.0556**	**0.1119**	**5.2000e-004**	**0.0447**	**5.1000e-004**	**0.0452**	**0.0121**	**4.8000e-004**	**0.0125**	**0.0000**	**48.5004**	**48.5004**	**1.1700e-003**	**3.9400e-003**	**49.7046**

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

3.3 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0581	0.5300	0.6836	1.1500e-003		0.0224	0.0224		0.0211	0.0211	0.0000	98.5657	98.5657	0.0232	0.0000	99.1449
Total	**0.0581**	**0.5300**	**0.6836**	**1.1500e-003**		**0.0224**	**0.0224**		**0.0211**	**0.0211**	**0.0000**	**98.5657**	**98.5657**	**0.0232**	**0.0000**	**99.1449**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.4200e-003	0.0488	0.0191	2.3000e-004	7.9600e-003	3.4000e-004	8.3000e-003	2.3100e-003	3.3000e-004	2.6400e-003	0.0000	22.2056	22.2056	5.6000e-004	3.2800e-003	23.1968
Worker	9.9900e-003	6.8100e-003	0.0928	2.9000e-004	0.0345	1.7000e-004	0.0346	9.1900e-003	1.5000e-004	9.3400e-003	0.0000	26.2947	26.2947	6.1000e-004	6.6000e-004	26.5078
Total	**0.0114**	**0.0556**	**0.1119**	**5.2000e-004**	**0.0424**	**5.1000e-004**	**0.0429**	**0.0115**	**4.8000e-004**	**0.0120**	**0.0000**	**48.5004**	**48.5004**	**1.1700e-003**	**3.9400e-003**	**49.7046**

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

3.4 Infrastructure Improvements - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2785	0.0000	0.2785	0.1431	0.0000	0.1431	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0515	0.5040	0.5502	9.8000e-004		0.0218	0.0218		0.0200	0.0200	0.0000	86.1121	86.1121	0.0279	0.0000	86.8083
Total	**0.0515**	**0.5040**	**0.5502**	**9.8000e-004**	**0.2785**	**0.0218**	**0.3002**	**0.1431**	**0.0200**	**0.1632**	**0.0000**	**86.1121**	**86.1121**	**0.0279**	**0.0000**	**86.8083**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.6700e-003	1.1400e-003	0.0155	5.0000e-005	6.0600e-003	3.0000e-005	6.0900e-003	1.6100e-003	3.0000e-005	1.6300e-003	0.0000	4.3825	4.3825	1.0000e-004	1.1000e-004	4.4180
Total	**1.6700e-003**	**1.1400e-003**	**0.0155**	**5.0000e-005**	**6.0600e-003**	**3.0000e-005**	**6.0900e-003**	**1.6100e-003**	**3.0000e-005**	**1.6300e-003**	**0.0000**	**4.3825**	**4.3825**	**1.0000e-004**	**1.1000e-004**	**4.4180**

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

3.4 Infrastructure Improvements - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1032	0.0000	0.1032	0.0530	0.0000	0.0530	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0515	0.5040	0.5502	9.8000e-004		0.0218	0.0218		0.0200	0.0200	0.0000	86.1120	86.1120	0.0279	0.0000	86.8082
Total	**0.0515**	**0.5040**	**0.5502**	**9.8000e-004**	**0.1032**	**0.0218**	**0.1249**	**0.0530**	**0.0200**	**0.0731**	**0.0000**	**86.1120**	**86.1120**	**0.0279**	**0.0000**	**86.8082**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.6700e-003	1.1400e-003	0.0155	5.0000e-005	5.7400e-003	3.0000e-005	5.7700e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.3825	4.3825	1.0000e-004	1.1000e-004	4.4180
Total	**1.6700e-003**	**1.1400e-003**	**0.0155**	**5.0000e-005**	**5.7400e-003**	**3.0000e-005**	**5.7700e-003**	**1.5300e-003**	**3.0000e-005**	**1.5600e-003**	**0.0000**	**4.3825**	**4.3825**	**1.0000e-004**	**1.1000e-004**	**4.4180**

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

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0297	0.2789	0.4738	7.4000e-004		0.0136	0.0136		0.0125	0.0125	0.0000	65.0626	65.0626	0.0210	0.0000	65.5886
Paving	2.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0327**	**0.2789**	**0.4738**	**7.4000e-004**		**0.0136**	**0.0136**		**0.0125**	**0.0125**	**0.0000**	**65.0626**	**65.0626**	**0.0210**	**0.0000**	**65.5886**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.4700e-003	1.0000e-003	0.0137	4.0000e-005	5.3500e-003	2.0000e-005	5.3700e-003	1.4200e-003	2.0000e-005	1.4400e-003	0.0000	3.8669	3.8669	9.0000e-005	1.0000e-004	3.8982
Total	**1.4700e-003**	**1.0000e-003**	**0.0137**	**4.0000e-005**	**5.3500e-003**	**2.0000e-005**	**5.3700e-003**	**1.4200e-003**	**2.0000e-005**	**1.4400e-003**	**0.0000**	**3.8669**	**3.8669**	**9.0000e-005**	**1.0000e-004**	**3.8982**

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

3.5 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0297	0.2789	0.4738	7.4000e-004		0.0136	0.0136		0.0125	0.0125	0.0000	65.0625	65.0625	0.0210	0.0000	65.5886
Paving	2.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0327**	**0.2789**	**0.4738**	**7.4000e-004**		**0.0136**	**0.0136**		**0.0125**	**0.0125**	**0.0000**	**65.0625**	**65.0625**	**0.0210**	**0.0000**	**65.5886**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.4700e-003	1.0000e-003	0.0137	4.0000e-005	5.0700e-003	2.0000e-005	5.0900e-003	1.3500e-003	2.0000e-005	1.3700e-003	0.0000	3.8669	3.8669	9.0000e-005	1.0000e-004	3.8982
Total	**1.4700e-003**	**1.0000e-003**	**0.0137**	**4.0000e-005**	**5.0700e-003**	**2.0000e-005**	**5.0900e-003**	**1.3500e-003**	**2.0000e-005**	**1.3700e-003**	**0.0000**	**3.8669**	**3.8669**	**9.0000e-005**	**1.0000e-004**	**3.8982**

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

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7600e-003	0.0252	0.0398	7.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	5.6172	5.6172	3.1000e-004	0.0000	5.6248
Total	**0.5582**	**0.0252**	**0.0398**	**7.0000e-005**		**1.1300e-003**	**1.1300e-003**		**1.1300e-003**	**1.1300e-003**	**0.0000**	**5.6172**	**5.6172**	**3.1000e-004**	**0.0000**	**5.6248**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.0600e-003	7.2000e-004	9.8600e-003	3.0000e-005	3.8600e-003	2.0000e-005	3.8800e-003	1.0300e-003	2.0000e-005	1.0400e-003	0.0000	2.7921	2.7921	6.0000e-005	7.0000e-005	2.8147
Total	**1.0600e-003**	**7.2000e-004**	**9.8600e-003**	**3.0000e-005**	**3.8600e-003**	**2.0000e-005**	**3.8800e-003**	**1.0300e-003**	**2.0000e-005**	**1.0400e-003**	**0.0000**	**2.7921**	**2.7921**	**6.0000e-005**	**7.0000e-005**	**2.8147**

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

3.6 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7600e-003	0.0252	0.0398	7.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	5.6172	5.6172	3.1000e-004	0.0000	5.6248
Total	**0.5582**	**0.0252**	**0.0398**	**7.0000e-005**		**1.1300e-003**	**1.1300e-003**		**1.1300e-003**	**1.1300e-003**	**0.0000**	**5.6172**	**5.6172**	**3.1000e-004**	**0.0000**	**5.6248**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.0600e-003	7.2000e-004	9.8600e-003	3.0000e-005	3.6600e-003	2.0000e-005	3.6800e-003	9.8000e-004	2.0000e-005	9.9000e-004	0.0000	2.7921	2.7921	6.0000e-005	7.0000e-005	2.8147
Total	**1.0600e-003**	**7.2000e-004**	**9.8600e-003**	**3.0000e-005**	**3.6600e-003**	**2.0000e-005**	**3.6800e-003**	**9.8000e-004**	**2.0000e-005**	**9.9000e-004**	**0.0000**	**2.7921**	**2.7921**	**6.0000e-005**	**7.0000e-005**	**2.8147**

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

3.7 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2849	0.0000	0.2849	0.1332	0.0000	0.1332	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0640	0.6557	0.5682	1.1400e-003		0.0279	0.0279		0.0257	0.0257	0.0000	100.3461	100.3461	0.0325	0.0000	101.1574
Total	**0.0640**	**0.6557**	**0.5682**	**1.1400e-003**	**0.2849**	**0.0279**	**0.3128**	**0.1332**	**0.0257**	**0.1588**	**0.0000**	**100.3461**	**100.3461**	**0.0325**	**0.0000**	**101.1574**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.8700e-003	1.3300e-003	0.0174	5.0000e-005	6.3300e-003	3.0000e-005	6.3600e-003	1.6800e-003	3.0000e-005	1.7100e-003	0.0000	4.7425	4.7425	1.2000e-004	1.2000e-004	4.7825
Total	**1.8700e-003**	**1.3300e-003**	**0.0174**	**5.0000e-005**	**6.3300e-003**	**3.0000e-005**	**6.3600e-003**	**1.6800e-003**	**3.0000e-005**	**1.7100e-003**	**0.0000**	**4.7425**	**4.7425**	**1.2000e-004**	**1.2000e-004**	**4.7825**

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

3.7 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1056	0.0000	0.1056	0.0493	0.0000	0.0493	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0640	0.6557	0.5682	1.1400e-003		0.0279	0.0279		0.0257	0.0257	0.0000	100.3459	100.3459	0.0325	0.0000	101.1573
Total	**0.0640**	**0.6557**	**0.5682**	**1.1400e-003**	**0.1056**	**0.0279**	**0.1334**	**0.0493**	**0.0257**	**0.0750**	**0.0000**	**100.3459**	**100.3459**	**0.0325**	**0.0000**	**101.1573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.8700e-003	1.3300e-003	0.0174	5.0000e-005	6.0000e-003	3.0000e-005	6.0300e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	4.7425	4.7425	1.2000e-004	1.2000e-004	4.7825
Total	**1.8700e-003**	**1.3300e-003**	**0.0174**	**5.0000e-005**	**6.0000e-003**	**3.0000e-005**	**6.0300e-003**	**1.6000e-003**	**3.0000e-005**	**1.6300e-003**	**0.0000**	**4.7425**	**4.7425**	**1.2000e-004**	**1.2000e-004**	**4.7825**

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

3.7 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1223	0.0000	0.1223	0.0438	0.0000	0.0438	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0175	0.1761	0.1672	3.4000e-004		7.1700e-003	7.1700e-003		6.6000e-003	6.6000e-003	0.0000	29.9803	29.9803	9.7000e-003	0.0000	30.2227
Total	**0.0175**	**0.1761**	**0.1672**	**3.4000e-004**	**0.1223**	**7.1700e-003**	**0.1295**	**0.0438**	**6.6000e-003**	**0.0504**	**0.0000**	**29.9803**	**29.9803**	**9.7000e-003**	**0.0000**	**30.2227**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.2000e-004	3.5000e-004	4.8300e-003	1.0000e-005	1.8900e-003	1.0000e-005	1.9000e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.3683	1.3683	3.0000e-005	3.0000e-005	1.3794
Total	**5.2000e-004**	**3.5000e-004**	**4.8300e-003**	**1.0000e-005**	**1.8900e-003**	**1.0000e-005**	**1.9000e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.3683**	**1.3683**	**3.0000e-005**	**3.0000e-005**	**1.3794**

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

3.7 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0453	0.0000	0.0453	0.0162	0.0000	0.0162	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0175	0.1761	0.1672	3.4000e-004		7.1700e-003	7.1700e-003		6.6000e-003	6.6000e-003	0.0000	29.9803	29.9803	9.7000e-003	0.0000	30.2227
Total	**0.0175**	**0.1761**	**0.1672**	**3.4000e-004**	**0.0453**	**7.1700e-003**	**0.0525**	**0.0162**	**6.6000e-003**	**0.0228**	**0.0000**	**29.9803**	**29.9803**	**9.7000e-003**	**0.0000**	**30.2227**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.2000e-004	3.5000e-004	4.8300e-003	1.0000e-005	1.7900e-003	1.0000e-005	1.8000e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3683	1.3683	3.0000e-005	3.0000e-005	1.3794
Total	**5.2000e-004**	**3.5000e-004**	**4.8300e-003**	**1.0000e-005**	**1.7900e-003**	**1.0000e-005**	**1.8000e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.3683**	**1.3683**	**3.0000e-005**	**3.0000e-005**	**1.3794**

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

3.8 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6600e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	2.9000e-004	2.1000e-004	2.7200e-003	1.0000e-005	9.9000e-004	0.0000	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7391	0.7391	2.0000e-005	2.0000e-005	0.7453
Total	**2.9000e-004**	**2.1000e-004**	**2.7200e-003**	**1.0000e-005**	**9.9000e-004**	**0.0000**	**9.9000e-004**	**2.6000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**0.7391**	**0.7391**	**2.0000e-005**	**2.0000e-005**	**0.7453**

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

3.8 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0364	0.0000	0.0364	0.0187	0.0000	0.0187	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6500e-003	5.6500e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0364**	**6.1500e-003**	**0.0426**	**0.0187**	**5.6500e-003**	**0.0244**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	2.9000e-004	2.1000e-004	2.7200e-003	1.0000e-005	9.4000e-004	0.0000	9.4000e-004	2.5000e-004	0.0000	2.5000e-004	0.0000	0.7391	0.7391	2.0000e-005	2.0000e-005	0.7453
Total	**2.9000e-004**	**2.1000e-004**	**2.7200e-003**	**1.0000e-005**	**9.4000e-004**	**0.0000**	**9.4000e-004**	**2.5000e-004**	**0.0000**	**2.5000e-004**	**0.0000**	**0.7391**	**0.7391**	**2.0000e-005**	**2.0000e-005**	**0.7453**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0629	0.0704	0.8616	2.1700e-003	0.2785	1.2900e-003	0.2798	0.0740	1.1900e-003	0.0752	0.0000	199.0868	199.0868	7.7800e-003	5.7300e-003	200.9895
Unmitigated	0.0629	0.0704	0.8616	2.1700e-003	0.2785	1.2900e-003	0.2798	0.0740	1.1900e-003	0.0752	0.0000	199.0868	199.0868	7.7800e-003	5.7300e-003	200.9895

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		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	123.60	123.60	123.60	746,842	746,842
Total	123.60	123.60	123.60	746,842	746,842

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.543085	0.056300	0.173085	0.134258	0.025645	0.007009	0.011926	0.017481	0.000552	0.000248	0.024848	0.000956	0.004606
Parking Lot	0.543085	0.056300	0.173085	0.134258	0.025645	0.007009	0.011926	0.017481	0.000552	0.000248	0.024848	0.000956	0.004606
Unrefrigerated Warehouse-No Rail	0.737217	0.035584	0.108187	0.085659	0.017059	0.000000	0.000000	0.000000	0.000000	0.000000	0.016295	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.1685	51.1685	4.3200e-003	5.2000e-004	51.4324
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.1685	51.1685	4.3200e-003	5.2000e-004	51.4324
NaturalGas Mitigated	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7051	12.7051	2.4000e-004	2.3000e-004	12.7806
NaturalGas Unmitigated	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7051	12.7051	2.4000e-004	2.3000e-004	12.7806

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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
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
Unrefrigerated Warehouse-No Rail	238084	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7051	12.7051	2.4000e-004	2.3000e-004	12.7806
Total		**1.2800e-003**	**0.0117**	**9.8000e-003**	**7.0000e-005**		**8.9000e-004**	**8.9000e-004**		**8.9000e-004**	**8.9000e-004**	**0.0000**	**12.7051**	**12.7051**	**2.4000e-004**	**2.3000e-004**	**12.7806**

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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
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
Unrefrigerated Warehouse-No Rail	238084	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7051	12.7051	2.4000e-004	2.3000e-004	12.7806
Total		**1.2800e-003**	**0.0117**	**9.8000e-003**	**7.0000e-005**		**8.9000e-004**	**8.9000e-004**		**8.9000e-004**	**8.9000e-004**	**0.0000**	**12.7051**	**12.7051**	**2.4000e-004**	**2.3000e-004**	**12.7806**

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
Parking Lot	13720	2.4332	2.1000e-004	2.0000e-005	2.4457
Unrefrigerated Warehouse-No Rail	274804	48.7353	4.1100e-003	5.0000e-004	48.9867
Total		**51.1685**	**4.3200e-003**	**5.2000e-004**	**51.4324**

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
Parking Lot	13720	2.4332	2.1000e-004	2.0000e-005	2.4457
Unrefrigerated Warehouse-No Rail	274804	48.7353	4.1100e-003	5.0000e-004	48.9867
Total		**51.1685**	**4.3200e-003**	**5.2000e-004**	**51.4324**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4865	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Unmitigated	0.4865	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0555					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4308					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5000e-004	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Total	**0.4865**	**3.0000e-005**	**2.7600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.3900e-003**	**5.3900e-003**	**1.0000e-005**	**0.0000**	**5.7400e-003**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0555					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4308					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5000e-004	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Total	**0.4865**	**3.0000e-005**	**2.7600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.3900e-003**	**5.3900e-003**	**1.0000e-005**	**0.0000**	**5.7400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	73.4925	0.8980	0.0217	102.4211
Unmitigated	73.4925	0.8980	0.0217	102.4211

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.786378	1.5494	1.3000e-004	2.0000e-005	1.5574
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	27.3916 / 0	71.9431	0.8979	0.0217	100.8637
Total		**73.4925**	**0.8980**	**0.0217**	**102.4211**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.786378	1.5494	1.3000e-004	2.0000e-005	1.5574
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	27.3916 / 0	71.9431	0.8979	0.0217	100.8637
Total		**73.4925**	**0.8980**	**0.0217**	**102.4211**

8.0 Waste Detail

8.1 Mitigation Measures Waste

2720 Willow Ave. Warehouse_Construction+Passenger Cars - 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	22.6132	1.3364	0.0000	56.0232
Unmitigated	22.6132	1.3364	0.0000	56.0232

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.06	0.0122	7.2000e-004	0.0000	0.0302
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	111.34	22.6010	1.3357	0.0000	55.9931
Total		**22.6132**	**1.3364**	**0.0000**	**56.0232**

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	0.06	0.0122	7.2000e-004	0.0000	0.0302
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	111.34	22.6010	1.3357	0.0000	55.9931
Total		**22.6132**	**1.3364**	**0.0000**	**56.0232**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

2720 Willow Ave. Warehouse_Trucks Only

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	118.45	1000sqft	2.72	118,450.00	0
Parking Lot	98.00	Space	2.25	39,200.00	0
City Park	0.66	Acre	0.66	28,749.60	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per site plan.

Construction Phase - Per construction questionnaire.

Off-road Equipment - Infrastructure Improvements

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Demolition -

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

Vehicle Trips - Trucks only.

Construction Off-road Equipment Mitigation - SCAQMD Rules and Regulations.

Area Mitigation -

Waste Mitigation -

Water Mitigation -

Fleet Mix - Trucks only.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	230.00	85.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	20.00	85.00
tblConstructionPhase	PhaseEndDate	9/19/2025	5/30/2025
tblConstructionPhase	PhaseEndDate	7/25/2025	5/30/2025
tblConstructionPhase	PhaseEndDate	7/26/2024	8/30/2024
tblConstructionPhase	PhaseEndDate	9/6/2024	1/31/2025
tblConstructionPhase	PhaseEndDate	8/22/2025	5/30/2025
tblConstructionPhase	PhaseEndDate	8/9/2024	9/15/2024
tblConstructionPhase	PhaseStartDate	8/23/2025	4/1/2025
tblConstructionPhase	PhaseStartDate	9/7/2024	2/1/2025
tblConstructionPhase	PhaseStartDate	8/10/2024	9/16/2024
tblConstructionPhase	PhaseStartDate	7/26/2025	3/1/2025
tblConstructionPhase	PhaseStartDate	7/27/2024	9/2/2024
tblFleetMix	HHD	0.02	0.70

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

tblFleetMix	LDA	0.54	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.0090e-003	0.02
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	4.6060e-003	0.00
tblFleetMix	MHD	0.01	0.28
tblFleetMix	OBUS	5.5200e-004	0.00
tblFleetMix	SBUS	9.5600e-004	0.00
tblFleetMix	UBUS	2.4800e-004	0.00
tblLandUse	LotAcreage	0.88	2.25
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	CNW_TL	6.90	33.20
tblVehicleTrips	CNW_TTP	41.00	100.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	0.70
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	0.70
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	0.70

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1311	1.2665	1.1345	2.3100e-003	0.4000	0.0557	0.4557	0.1875	0.0515	0.2390	0.0000	203.1567	203.1567	0.0595	4.3000e-004	204.7725
2025	0.7342	1.5729	2.0703	3.9200e-003	0.4626	0.0667	0.5293	0.2035	0.0619	0.2654	0.0000	346.2479	346.2479	0.0835	4.2600e-003	349.6044
Maximum	**0.7342**	**1.5729**	**2.0703**	**3.9200e-003**	**0.4626**	**0.0667**	**0.5293**	**0.2035**	**0.0619**	**0.2654**	**0.0000**	**346.2479**	**346.2479**	**0.0835**	**4.2600e-003**	**349.6044**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1311	1.2665	1.1345	2.3100e-003	0.1548	0.0557	0.2105	0.0713	0.0515	0.1227	0.0000	203.1565	203.1565	0.0595	4.3000e-004	204.7723
2025	0.7342	1.5729	2.0703	3.9200e-003	0.2072	0.0667	0.2738	0.0851	0.0619	0.1470	0.0000	346.2475	346.2475	0.0835	4.2600e-003	349.6040
Maximum	**0.7342**	**1.5729**	**2.0703**	**3.9200e-003**	**0.2072**	**0.0667**	**0.2738**	**0.0851**	**0.0619**	**0.1470**	**0.0000**	**346.2475**	**346.2475**	**0.0835**	**4.2600e-003**	**349.6040**

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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**	**58.04**	**0.00**	**50.82**	**60.02**	**0.00**	**46.53**	**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	**7-1-2024**	**9-30-2024**	0.7586	0.7586
2	**10-1-2024**	**12-31-2024**	0.6170	0.6170
3	**1-1-2025**	**3-31-2025**	0.8915	0.8915
4	**4-1-2025**	**6-30-2025**	1.3975	1.3975
		Highest	1.3975	1.3975

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	0.4865	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Energy	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	63.8735	63.8735	4.5600e-003	7.6000e-004	64.2130
Mobile	0.0364	2.2312	0.5230	0.0121	0.4450	0.0224	0.4674	0.1258	0.0215	0.1472	0.0000	1,188.9219	1,188.9219	0.0390	0.1803	1,243.6147
Waste						0.0000	0.0000		0.0000	0.0000	22.6132	0.0000	22.6132	1.3364	0.0000	56.0232
Water						0.0000	0.0000		0.0000	0.0000	8.6901	64.8025	73.4925	0.8980	0.0217	102.4211
Total	**0.5242**	**2.2429**	**0.5356**	**0.0122**	**0.4450**	**0.0233**	**0.4683**	**0.1258**	**0.0224**	**0.1481**	**31.3033**	**1,317.6033**	**1,348.9065**	**2.2780**	**0.2028**	**1,466.2777**

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	0.4865	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Energy	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	63.8735	63.8735	4.5600e-003	7.6000e-004	64.2130
Mobile	0.0364	2.2312	0.5230	0.0121	0.4450	0.0224	0.4674	0.1258	0.0215	0.1472	0.0000	1,188.9219	1,188.9219	0.0390	0.1803	1,243.6147
Waste						0.0000	0.0000		0.0000	0.0000	22.6132	0.0000	22.6132	1.3364	0.0000	56.0232
Water						0.0000	0.0000		0.0000	0.0000	8.6901	64.8025	73.4925	0.8980	0.0217	102.4211
Total	**0.5242**	**2.2429**	**0.5356**	**0.0122**	**0.4450**	**0.0233**	**0.4683**	**0.1258**	**0.0224**	**0.1481**	**31.3033**	**1,317.6033**	**1,348.9065**	**2.2780**	**0.2028**	**1,466.2777**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2024	8/30/2024	5	45	
2	Building Construction	Building Construction	2/1/2025	5/30/2025	5	85	
3	Infrastructure Improvements	Grading	2/2/2025	6/1/2025	5	85	

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

4	Paving	Paving	3/1/2025	5/30/2025	5	65	
5	Architectural Coating	Architectural Coating	4/1/2025	5/30/2025	5	44	
6	Grading	Grading	9/16/2024	1/31/2025	5	100	
7	Site Preparation	Site Preparation	9/2/2024	9/15/2024	5	10	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 42.5

Acres of Paving: 2.25

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 177,675; Non-Residential Outdoor: 59,225; Striped Parking Area: 2,352 (Architectural Coating – sqft)

OffRoad Equipment

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

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

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Infrastructure Improvements	Excavators	1	8.00	158	0.38
Infrastructure Improvements	Graders	0	8.00	187	0.41
Infrastructure Improvements	Rubber Tired Dozers	1	8.00	247	0.40
Infrastructure Improvements	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	49.00	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	78.00	31.00	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	16.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Infrastructure Improvements	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

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 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3500e-003	0.0000	5.3500e-003	8.1000e-004	0.0000	8.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0505	0.4698	0.4434	8.7000e-004		0.0216	0.0216		0.0201	0.0201	0.0000	76.4911	76.4911	0.0214	0.0000	77.0261
Total	**0.0505**	**0.4698**	**0.4434**	**8.7000e-004**	**5.3500e-003**	**0.0216**	**0.0270**	**8.1000e-004**	**0.0201**	**0.0209**	**0.0000**	**76.4911**	**76.4911**	**0.0214**	**0.0000**	**77.0261**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	2.8600e-003	8.3000e-004	1.0000e-005	4.2000e-004	3.0000e-005	4.5000e-004	1.2000e-004	3.0000e-005	1.4000e-004	0.0000	1.3378	1.3378	6.0000e-005	2.1000e-004	1.4024
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0900e-003	7.8000e-004	0.0102	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.7716	2.7716	7.0000e-005	7.0000e-005	2.7950
Total	**1.1500e-003**	**3.6400e-003**	**0.0110**	**4.0000e-005**	**4.1200e-003**	**5.0000e-005**	**4.1700e-003**	**1.1000e-003**	**5.0000e-005**	**1.1400e-003**	**0.0000**	**4.1094**	**4.1094**	**1.3000e-004**	**2.8000e-004**	**4.1974**

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

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.9800e-003	0.0000	1.9800e-003	3.0000e-004	0.0000	3.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0505	0.4698	0.4434	8.7000e-004		0.0216	0.0216		0.0201	0.0201	0.0000	76.4910	76.4910	0.0214	0.0000	77.0260
Total	**0.0505**	**0.4698**	**0.4434**	**8.7000e-004**	**1.9800e-003**	**0.0216**	**0.0236**	**3.0000e-004**	**0.0201**	**0.0204**	**0.0000**	**76.4910**	**76.4910**	**0.0214**	**0.0000**	**77.0260**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-005	2.8600e-003	8.3000e-004	1.0000e-005	4.0000e-004	3.0000e-005	4.3000e-004	1.1000e-004	3.0000e-005	1.4000e-004	0.0000	1.3378	1.3378	6.0000e-005	2.1000e-004	1.4024
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0900e-003	7.8000e-004	0.0102	3.0000e-005	3.5100e-003	2.0000e-005	3.5300e-003	9.4000e-004	2.0000e-005	9.5000e-004	0.0000	2.7716	2.7716	7.0000e-005	7.0000e-005	2.7950
Total	**1.1500e-003**	**3.6400e-003**	**0.0110**	**4.0000e-005**	**3.9100e-003**	**5.0000e-005**	**3.9600e-003**	**1.0500e-003**	**5.0000e-005**	**1.0900e-003**	**0.0000**	**4.1094**	**4.1094**	**1.3000e-004**	**2.8000e-004**	**4.1974**

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

3.3 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0581	0.5300	0.6836	1.1500e-003		0.0224	0.0224		0.0211	0.0211	0.0000	98.5658	98.5658	0.0232	0.0000	99.1450
Total	**0.0581**	**0.5300**	**0.6836**	**1.1500e-003**		**0.0224**	**0.0224**		**0.0211**	**0.0211**	**0.0000**	**98.5658**	**98.5658**	**0.0232**	**0.0000**	**99.1450**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.4200e-003	0.0488	0.0191	2.3000e-004	8.3100e-003	3.4000e-004	8.6500e-003	2.4000e-003	3.3000e-004	2.7300e-003	0.0000	22.2056	22.2056	5.6000e-004	3.2800e-003	23.1968
Worker	9.9900e-003	6.8100e-003	0.0928	2.9000e-004	0.0364	1.7000e-004	0.0365	9.6500e-003	1.5000e-004	9.8100e-003	0.0000	26.2947	26.2947	6.1000e-004	6.6000e-004	26.5078
Total	**0.0114**	**0.0556**	**0.1119**	**5.2000e-004**	**0.0447**	**5.1000e-004**	**0.0452**	**0.0121**	**4.8000e-004**	**0.0125**	**0.0000**	**48.5004**	**48.5004**	**1.1700e-003**	**3.9400e-003**	**49.7046**

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

3.3 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0581	0.5300	0.6836	1.1500e-003		0.0224	0.0224		0.0211	0.0211	0.0000	98.5657	98.5657	0.0232	0.0000	99.1449
Total	**0.0581**	**0.5300**	**0.6836**	**1.1500e-003**		**0.0224**	**0.0224**		**0.0211**	**0.0211**	**0.0000**	**98.5657**	**98.5657**	**0.0232**	**0.0000**	**99.1449**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.4200e-003	0.0488	0.0191	2.3000e-004	7.9600e-003	3.4000e-004	8.3000e-003	2.3100e-003	3.3000e-004	2.6400e-003	0.0000	22.2056	22.2056	5.6000e-004	3.2800e-003	23.1968
Worker	9.9900e-003	6.8100e-003	0.0928	2.9000e-004	0.0345	1.7000e-004	0.0346	9.1900e-003	1.5000e-004	9.3400e-003	0.0000	26.2947	26.2947	6.1000e-004	6.6000e-004	26.5078
Total	**0.0114**	**0.0556**	**0.1119**	**5.2000e-004**	**0.0424**	**5.1000e-004**	**0.0429**	**0.0115**	**4.8000e-004**	**0.0120**	**0.0000**	**48.5004**	**48.5004**	**1.1700e-003**	**3.9400e-003**	**49.7046**

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

3.4 Infrastructure Improvements - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2785	0.0000	0.2785	0.1431	0.0000	0.1431	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0515	0.5040	0.5502	9.8000e-004		0.0218	0.0218		0.0200	0.0200	0.0000	86.1121	86.1121	0.0279	0.0000	86.8083
Total	**0.0515**	**0.5040**	**0.5502**	**9.8000e-004**	**0.2785**	**0.0218**	**0.3002**	**0.1431**	**0.0200**	**0.1632**	**0.0000**	**86.1121**	**86.1121**	**0.0279**	**0.0000**	**86.8083**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.6700e-003	1.1400e-003	0.0155	5.0000e-005	6.0600e-003	3.0000e-005	6.0900e-003	1.6100e-003	3.0000e-005	1.6300e-003	0.0000	4.3825	4.3825	1.0000e-004	1.1000e-004	4.4180
Total	**1.6700e-003**	**1.1400e-003**	**0.0155**	**5.0000e-005**	**6.0600e-003**	**3.0000e-005**	**6.0900e-003**	**1.6100e-003**	**3.0000e-005**	**1.6300e-003**	**0.0000**	**4.3825**	**4.3825**	**1.0000e-004**	**1.1000e-004**	**4.4180**

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

3.4 Infrastructure Improvements - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1032	0.0000	0.1032	0.0530	0.0000	0.0530	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0515	0.5040	0.5502	9.8000e-004		0.0218	0.0218		0.0200	0.0200	0.0000	86.1120	86.1120	0.0279	0.0000	86.8082
Total	**0.0515**	**0.5040**	**0.5502**	**9.8000e-004**	**0.1032**	**0.0218**	**0.1249**	**0.0530**	**0.0200**	**0.0731**	**0.0000**	**86.1120**	**86.1120**	**0.0279**	**0.0000**	**86.8082**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.6700e-003	1.1400e-003	0.0155	5.0000e-005	5.7400e-003	3.0000e-005	5.7700e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.3825	4.3825	1.0000e-004	1.1000e-004	4.4180
Total	**1.6700e-003**	**1.1400e-003**	**0.0155**	**5.0000e-005**	**5.7400e-003**	**3.0000e-005**	**5.7700e-003**	**1.5300e-003**	**3.0000e-005**	**1.5600e-003**	**0.0000**	**4.3825**	**4.3825**	**1.0000e-004**	**1.1000e-004**	**4.4180**

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

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0297	0.2789	0.4738	7.4000e-004		0.0136	0.0136		0.0125	0.0125	0.0000	65.0626	65.0626	0.0210	0.0000	65.5886
Paving	2.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0327**	**0.2789**	**0.4738**	**7.4000e-004**		**0.0136**	**0.0136**		**0.0125**	**0.0125**	**0.0000**	**65.0626**	**65.0626**	**0.0210**	**0.0000**	**65.5886**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.4700e-003	1.0000e-003	0.0137	4.0000e-005	5.3500e-003	2.0000e-005	5.3700e-003	1.4200e-003	2.0000e-005	1.4400e-003	0.0000	3.8669	3.8669	9.0000e-005	1.0000e-004	3.8982
Total	**1.4700e-003**	**1.0000e-003**	**0.0137**	**4.0000e-005**	**5.3500e-003**	**2.0000e-005**	**5.3700e-003**	**1.4200e-003**	**2.0000e-005**	**1.4400e-003**	**0.0000**	**3.8669**	**3.8669**	**9.0000e-005**	**1.0000e-004**	**3.8982**

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

3.5 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0297	0.2789	0.4738	7.4000e-004		0.0136	0.0136		0.0125	0.0125	0.0000	65.0625	65.0625	0.0210	0.0000	65.5886
Paving	2.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0327**	**0.2789**	**0.4738**	**7.4000e-004**		**0.0136**	**0.0136**		**0.0125**	**0.0125**	**0.0000**	**65.0625**	**65.0625**	**0.0210**	**0.0000**	**65.5886**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.4700e-003	1.0000e-003	0.0137	4.0000e-005	5.0700e-003	2.0000e-005	5.0900e-003	1.3500e-003	2.0000e-005	1.3700e-003	0.0000	3.8669	3.8669	9.0000e-005	1.0000e-004	3.8982
Total	**1.4700e-003**	**1.0000e-003**	**0.0137**	**4.0000e-005**	**5.0700e-003**	**2.0000e-005**	**5.0900e-003**	**1.3500e-003**	**2.0000e-005**	**1.3700e-003**	**0.0000**	**3.8669**	**3.8669**	**9.0000e-005**	**1.0000e-004**	**3.8982**

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

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7600e-003	0.0252	0.0398	7.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	5.6172	5.6172	3.1000e-004	0.0000	5.6248
Total	**0.5582**	**0.0252**	**0.0398**	**7.0000e-005**		**1.1300e-003**	**1.1300e-003**		**1.1300e-003**	**1.1300e-003**	**0.0000**	**5.6172**	**5.6172**	**3.1000e-004**	**0.0000**	**5.6248**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.0600e-003	7.2000e-004	9.8600e-003	3.0000e-005	3.8600e-003	2.0000e-005	3.8800e-003	1.0300e-003	2.0000e-005	1.0400e-003	0.0000	2.7921	2.7921	6.0000e-005	7.0000e-005	2.8147
Total	**1.0600e-003**	**7.2000e-004**	**9.8600e-003**	**3.0000e-005**	**3.8600e-003**	**2.0000e-005**	**3.8800e-003**	**1.0300e-003**	**2.0000e-005**	**1.0400e-003**	**0.0000**	**2.7921**	**2.7921**	**6.0000e-005**	**7.0000e-005**	**2.8147**

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

3.6 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7600e-003	0.0252	0.0398	7.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	5.6172	5.6172	3.1000e-004	0.0000	5.6248
Total	**0.5582**	**0.0252**	**0.0398**	**7.0000e-005**		**1.1300e-003**	**1.1300e-003**		**1.1300e-003**	**1.1300e-003**	**0.0000**	**5.6172**	**5.6172**	**3.1000e-004**	**0.0000**	**5.6248**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.0600e-003	7.2000e-004	9.8600e-003	3.0000e-005	3.6600e-003	2.0000e-005	3.6800e-003	9.8000e-004	2.0000e-005	9.9000e-004	0.0000	2.7921	2.7921	6.0000e-005	7.0000e-005	2.8147
Total	**1.0600e-003**	**7.2000e-004**	**9.8600e-003**	**3.0000e-005**	**3.6600e-003**	**2.0000e-005**	**3.6800e-003**	**9.8000e-004**	**2.0000e-005**	**9.9000e-004**	**0.0000**	**2.7921**	**2.7921**	**6.0000e-005**	**7.0000e-005**	**2.8147**

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

3.7 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2849	0.0000	0.2849	0.1332	0.0000	0.1332	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0640	0.6557	0.5682	1.1400e-003		0.0279	0.0279		0.0257	0.0257	0.0000	100.3461	100.3461	0.0325	0.0000	101.1574
Total	**0.0640**	**0.6557**	**0.5682**	**1.1400e-003**	**0.2849**	**0.0279**	**0.3128**	**0.1332**	**0.0257**	**0.1588**	**0.0000**	**100.3461**	**100.3461**	**0.0325**	**0.0000**	**101.1574**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.8700e-003	1.3300e-003	0.0174	5.0000e-005	6.3300e-003	3.0000e-005	6.3600e-003	1.6800e-003	3.0000e-005	1.7100e-003	0.0000	4.7425	4.7425	1.2000e-004	1.2000e-004	4.7825
Total	**1.8700e-003**	**1.3300e-003**	**0.0174**	**5.0000e-005**	**6.3300e-003**	**3.0000e-005**	**6.3600e-003**	**1.6800e-003**	**3.0000e-005**	**1.7100e-003**	**0.0000**	**4.7425**	**4.7425**	**1.2000e-004**	**1.2000e-004**	**4.7825**

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

3.7 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1056	0.0000	0.1056	0.0493	0.0000	0.0493	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0640	0.6557	0.5682	1.1400e-003		0.0279	0.0279		0.0257	0.0257	0.0000	100.3459	100.3459	0.0325	0.0000	101.1573
Total	**0.0640**	**0.6557**	**0.5682**	**1.1400e-003**	**0.1056**	**0.0279**	**0.1334**	**0.0493**	**0.0257**	**0.0750**	**0.0000**	**100.3459**	**100.3459**	**0.0325**	**0.0000**	**101.1573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.8700e-003	1.3300e-003	0.0174	5.0000e-005	6.0000e-003	3.0000e-005	6.0300e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	4.7425	4.7425	1.2000e-004	1.2000e-004	4.7825
Total	**1.8700e-003**	**1.3300e-003**	**0.0174**	**5.0000e-005**	**6.0000e-003**	**3.0000e-005**	**6.0300e-003**	**1.6000e-003**	**3.0000e-005**	**1.6300e-003**	**0.0000**	**4.7425**	**4.7425**	**1.2000e-004**	**1.2000e-004**	**4.7825**

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

3.7 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1223	0.0000	0.1223	0.0438	0.0000	0.0438	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0175	0.1761	0.1672	3.4000e-004		7.1700e-003	7.1700e-003		6.6000e-003	6.6000e-003	0.0000	29.9803	29.9803	9.7000e-003	0.0000	30.2227
Total	**0.0175**	**0.1761**	**0.1672**	**3.4000e-004**	**0.1223**	**7.1700e-003**	**0.1295**	**0.0438**	**6.6000e-003**	**0.0504**	**0.0000**	**29.9803**	**29.9803**	**9.7000e-003**	**0.0000**	**30.2227**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.2000e-004	3.5000e-004	4.8300e-003	1.0000e-005	1.8900e-003	1.0000e-005	1.9000e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.3683	1.3683	3.0000e-005	3.0000e-005	1.3794
Total	**5.2000e-004**	**3.5000e-004**	**4.8300e-003**	**1.0000e-005**	**1.8900e-003**	**1.0000e-005**	**1.9000e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.3683**	**1.3683**	**3.0000e-005**	**3.0000e-005**	**1.3794**

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

3.7 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0453	0.0000	0.0453	0.0162	0.0000	0.0162	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0175	0.1761	0.1672	3.4000e-004		7.1700e-003	7.1700e-003		6.6000e-003	6.6000e-003	0.0000	29.9803	29.9803	9.7000e-003	0.0000	30.2227
Total	**0.0175**	**0.1761**	**0.1672**	**3.4000e-004**	**0.0453**	**7.1700e-003**	**0.0525**	**0.0162**	**6.6000e-003**	**0.0228**	**0.0000**	**29.9803**	**29.9803**	**9.7000e-003**	**0.0000**	**30.2227**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.2000e-004	3.5000e-004	4.8300e-003	1.0000e-005	1.7900e-003	1.0000e-005	1.8000e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3683	1.3683	3.0000e-005	3.0000e-005	1.3794
Total	**5.2000e-004**	**3.5000e-004**	**4.8300e-003**	**1.0000e-005**	**1.7900e-003**	**1.0000e-005**	**1.8000e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.3683**	**1.3683**	**3.0000e-005**	**3.0000e-005**	**1.3794**

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

3.8 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6600e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	2.9000e-004	2.1000e-004	2.7200e-003	1.0000e-005	9.9000e-004	0.0000	9.9000e-004	2.6000e-004	0.0000	2.7000e-004	0.0000	0.7391	0.7391	2.0000e-005	2.0000e-005	0.7453
Total	**2.9000e-004**	**2.1000e-004**	**2.7200e-003**	**1.0000e-005**	**9.9000e-004**	**0.0000**	**9.9000e-004**	**2.6000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**0.7391**	**0.7391**	**2.0000e-005**	**2.0000e-005**	**0.7453**

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

3.8 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0364	0.0000	0.0364	0.0187	0.0000	0.0187	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6500e-003	5.6500e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0364**	**6.1500e-003**	**0.0426**	**0.0187**	**5.6500e-003**	**0.0244**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	2.9000e-004	2.1000e-004	2.7200e-003	1.0000e-005	9.4000e-004	0.0000	9.4000e-004	2.5000e-004	0.0000	2.5000e-004	0.0000	0.7391	0.7391	2.0000e-005	2.0000e-005	0.7453
Total	**2.9000e-004**	**2.1000e-004**	**2.7200e-003**	**1.0000e-005**	**9.4000e-004**	**0.0000**	**9.4000e-004**	**2.5000e-004**	**0.0000**	**2.5000e-004**	**0.0000**	**0.7391**	**0.7391**	**2.0000e-005**	**2.0000e-005**	**0.7453**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0364	2.2312	0.5230	0.0121	0.4450	0.0224	0.4674	0.1258	0.0215	0.1472	0.0000	1,188.9219	1,188.9219	0.0390	0.1803	1,243.6147
Unmitigated	0.0364	2.2312	0.5230	0.0121	0.4450	0.0224	0.4674	0.1258	0.0215	0.1472	0.0000	1,188.9219	1,188.9219	0.0390	0.1803	1,243.6147

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		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	82.92	82.92	82.92	1,002,011	1,002,011
Total	82.92	82.92	82.92	1,002,011	1,002,011

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	33.20	0.00	0.00	100.00	100	0	0

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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.543085	0.056300	0.173085	0.134258	0.025645	0.007009	0.011926	0.017481	0.000552	0.000248	0.024848	0.000956	0.004606
Parking Lot	0.543085	0.056300	0.173085	0.134258	0.025645	0.007009	0.011926	0.017481	0.000552	0.000248	0.024848	0.000956	0.004606
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.020000	0.280000	0.700000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.1685	51.1685	4.3200e-003	5.2000e-004	51.4324
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.1685	51.1685	4.3200e-003	5.2000e-004	51.4324
NaturalGas Mitigated	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7051	12.7051	2.4000e-004	2.3000e-004	12.7806
NaturalGas Unmitigated	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7051	12.7051	2.4000e-004	2.3000e-004	12.7806

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Unrefrigerated Warehouse-No Rail	238084	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7051	12.7051	2.4000e-004	2.3000e-004	12.7806
Total		**1.2800e-003**	**0.0117**	**9.8000e-003**	**7.0000e-005**		**8.9000e-004**	**8.9000e-004**		**8.9000e-004**	**8.9000e-004**	**0.0000**	**12.7051**	**12.7051**	**2.4000e-004**	**2.3000e-004**	**12.7806**

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
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
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
Unrefrigerated Warehouse-No Rail	238084	1.2800e-003	0.0117	9.8000e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7051	12.7051	2.4000e-004	2.3000e-004	12.7806
Total		**1.2800e-003**	**0.0117**	**9.8000e-003**	**7.0000e-005**		**8.9000e-004**	**8.9000e-004**		**8.9000e-004**	**8.9000e-004**	**0.0000**	**12.7051**	**12.7051**	**2.4000e-004**	**2.3000e-004**	**12.7806**

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	13720	2.4332	2.1000e-004	2.0000e-005	2.4457
Unrefrigerated Warehouse-No Rail	274804	48.7353	4.1100e-003	5.0000e-004	48.9867
Total		**51.1685**	**4.3200e-003**	**5.2000e-004**	**51.4324**

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
Parking Lot	13720	2.4332	2.1000e-004	2.0000e-005	2.4457
Unrefrigerated Warehouse-No Rail	274804	48.7353	4.1100e-003	5.0000e-004	48.9867
Total		**51.1685**	**4.3200e-003**	**5.2000e-004**	**51.4324**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

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	0.4865	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Unmitigated	0.4865	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0555					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4308					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5000e-004	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Total	**0.4865**	**3.0000e-005**	**2.7600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.3900e-003**	**5.3900e-003**	**1.0000e-005**	**0.0000**	**5.7400e-003**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0555					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4308					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5000e-004	3.0000e-005	2.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.3900e-003	5.3900e-003	1.0000e-005	0.0000	5.7400e-003
Total	**0.4865**	**3.0000e-005**	**2.7600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.3900e-003**	**5.3900e-003**	**1.0000e-005**	**0.0000**	**5.7400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	73.4925	0.8980	0.0217	102.4211
Unmitigated	73.4925	0.8980	0.0217	102.4211

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.786378	1.5494	1.3000e-004	2.0000e-005	1.5574
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	27.3916 / 0	71.9431	0.8979	0.0217	100.8637
Total		**73.4925**	**0.8980**	**0.0217**	**102.4211**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.786378	1.5494	1.3000e-004	2.0000e-005	1.5574
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	27.3916 / 0	71.9431	0.8979	0.0217	100.8637
Total		**73.4925**	**0.8980**	**0.0217**	**102.4211**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	22.6132	1.3364	0.0000	56.0232
Unmitigated	22.6132	1.3364	0.0000	56.0232

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.06	0.0122	7.2000e-004	0.0000	0.0302
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	111.34	22.6010	1.3357	0.0000	55.9931
Total		**22.6132**	**1.3364**	**0.0000**	**56.0232**

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	0.06	0.0122	7.2000e-004	0.0000	0.0302
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	111.34	22.6010	1.3357	0.0000	55.9931
Total		**22.6132**	**1.3364**	**0.0000**	**56.0232**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

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

11.0 Vegetation