Appendix H

Greenhouse Gas Emissions Assessment

Greenhouse Gas Emissions Assessment
Almond Avenue Warehouse Project
County of San Bernardino, California

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LIST OF ABBREVIATED TERMS

AB	Assembly Bill
CARB	California Air Resource Board
CCR	California Code of Regulations
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CALGreen Code	California Green Building Standards Code
CPUC	California Public Utilities Commission
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CFC	Chlorofluorocarbon
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 Almond Avenue Warehouse Project ("Project" or "proposed Project"). The purpose of this GHG Emissions Assessment is to evaluate the potential construction and operational emissions associated with the Project and determine the level of impact the Project would have on the environment.

1.1 Project Location

The Project site is located directly east of Almond Avenue, directly north of the Whittram Avenue, west of Cherry Avenue, and south of Arrow Route Boulevard in the southwestern area of the San Bernardino County. The 9.5-acre site is located approximately three miles east of Interstate 10 (I-15), 3.6 miles south of the Foothill Freeway (SR-210), and 2.3 miles north of Christopher Columbus Transcontinental Highway (I-10); refer to **Exhibit 1: Regional Vicinity** and **Exhibit 2: Site Vicinity.**

1.2 Project Description

The Project is proposing to demolish one single family home and construct one warehouse building with ancillary office space and associated parking on approximately 9.5 acres. As shown in **Exhibit 3: Conceptual Site Plan**, the proposed Project would include one warehouse buildings for a total of approximately 185,866 square feet, 109 automobile parking spaces, 5 American Disability Act (ADA) parking spaces, and 42 trailer parking spaces. Vehicular access to the proposed Project would consist of two driveways on Almond Avenue.

Existing General Plan Land Use and Zoning Designations

The Project site and areas to the south, east, and west are zoned as Community Industrial (IC) which allows for light industrial uses and includes storage warehouses, offices, and a service garage. Properties north of the Project site are zoned Multiple Residential (RM). A single-family home is located to the north, adjacent to the Project site (see **Exhibit 2**).

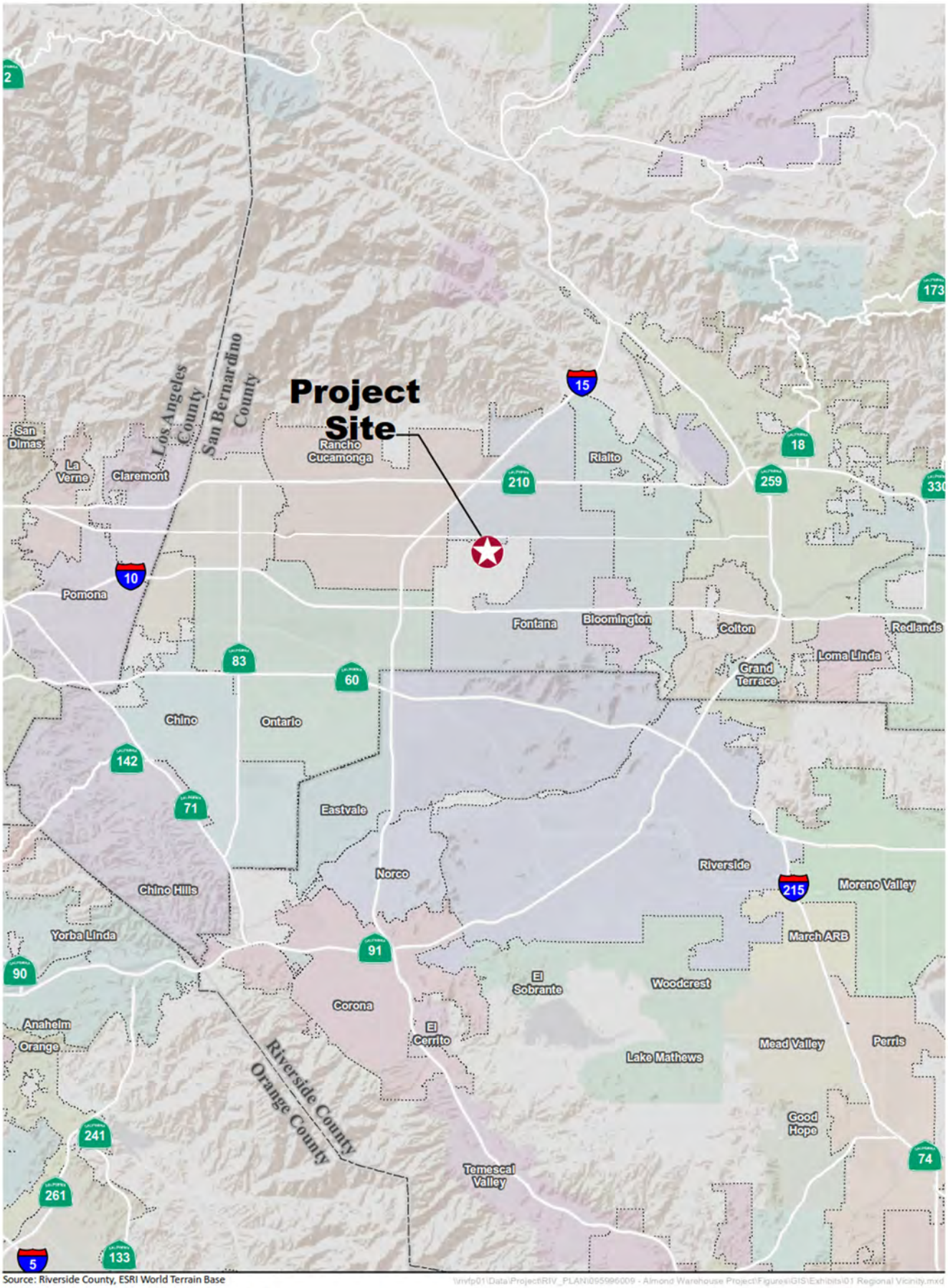
Warehouse Facility

The proposed Project consists of one warehouse building, including approximately 179,866 square feet of warehouse uses and 6,000 square feet of office, for a total of 185,866 square feet; refer to **Table 1: Building Summary**.

Table 1: Building Summary

Warehouse (sf)	Office (sf)	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls
			Required	Provided	Provided
179,866	6,000	185,866	99	114	42

Notes:
Square feet (sf)



Source: Riverside County, ESRI World Terrain Base

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EXHIBIT 1: Regional Vicinity
Almond Avenue Warehouse

0 2.5 5
Miles

Kimley»Horn

Source: NearMap - image dated 1-15-2020

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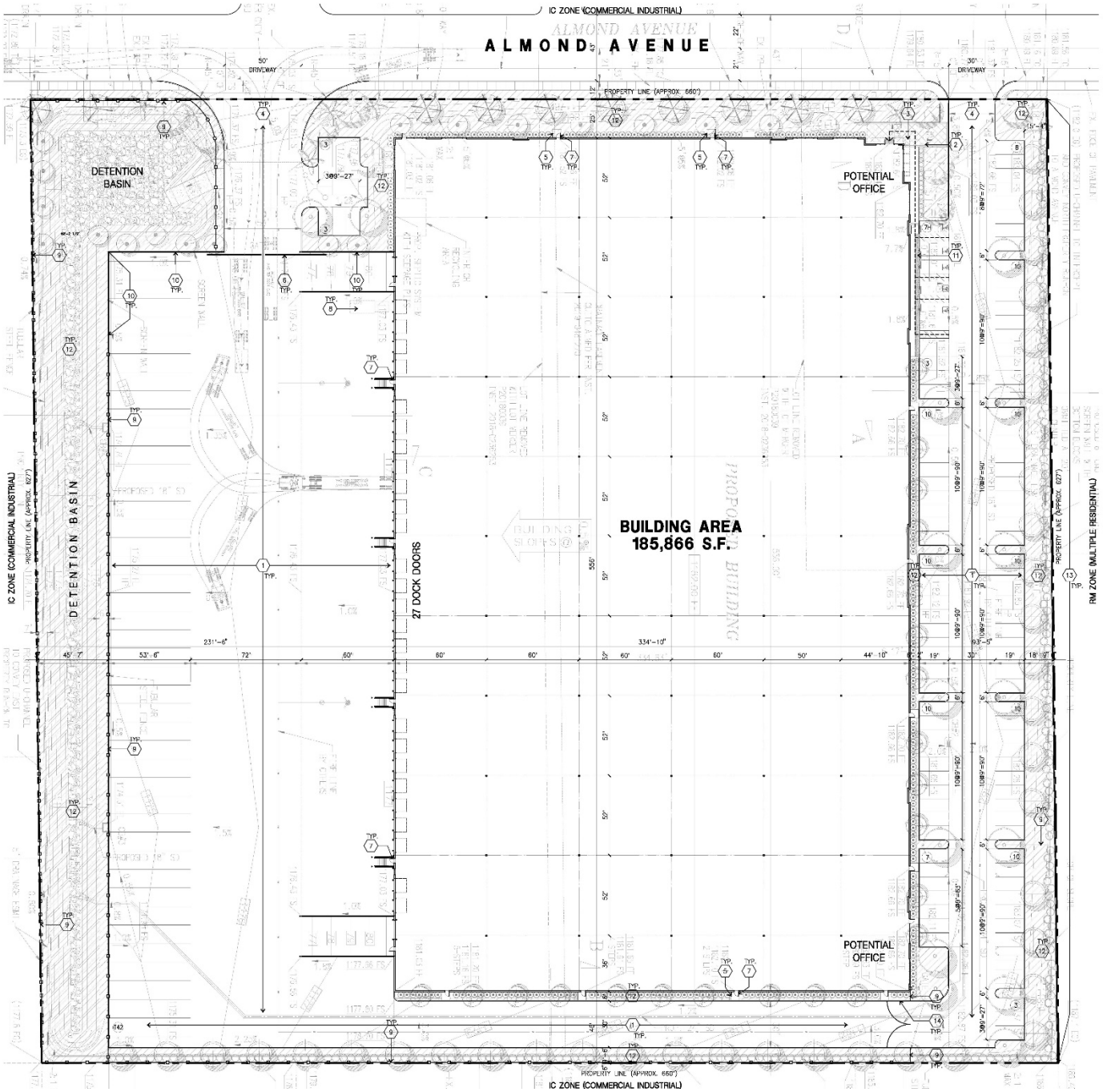
EXHIBIT 2: Site Vicinity
Almond Avenue Warehouse

0 125 250
Feet

Kimley»Horn



Source: HPA Architecture, Scheme 8, 2020

EXHIBIT 3: Conceptual Site Plan

Almond Avenue Warehouse

Not to Scale

Kimley»Horn

Site Access

Vehicular access to the proposed Project would consist of two project driveways on Almond Avenue.

Parking

The Project provides 114 automobile parking stalls, exceeding the requirement of 99 automobile parking stalls. Additionally, 42 trailer parking stalls are provided.

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 2: 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 2: Description of Greenhouse Gases

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

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

3 REGULATORY SETTING

3.1 Federal

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

Energy Independence and Security Act of 2007

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

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

U.S. Environmental Protection Agency Endangerment Finding

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

Federal Vehicle Standards

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

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

Clean Power Plan and New Source Performance Standards for Electric Generating Units

On October 23, 2015, the EPA published a final rule (effective December 22, 2015) establishing the carbon pollution emission guidelines for existing stationary sources: electric utility generating units (80 Federal Register [FR] 64510–64660), also known as the Clean Power Plan (CPP). These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units. The guidelines establish CO_2 emission performance rates representing the best system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: one fossil-fuel-fired electric utility steam-generating unit and two stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility generating units (80 FR 64661–65120). The rule prescribes CO_2 emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. The U.S. Supreme Court stayed implementation of the CPP pending resolution of several lawsuits. Additionally, in March 2017, the federal government directed the EPA Administrator to review the CPP to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

Presidential Executive Order 13783

Presidential Executive Order 13783, *Promoting Energy Independence and Economic Growth* issued on March 28, 2017, orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of CO_2, N_2O, and CH_4.

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.

California Air Resource Board Scoping Plan

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

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

the adopted role of a cap-and-trade program.[3] Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

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

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

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

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

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

second update to the Scoping Plan.[4] The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and, support the Clean Power Plan and other Federal actions.

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

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

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

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

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

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

SB 1368 (Emission Performance Standards)

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

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

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.

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.

California Regulations and Building Codes

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

Title 20 Appliance Efficiency Regulations

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

Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and went into effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code

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

3.3 Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.

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

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

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

AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed use).

Southern California Association of Governments

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

County of San Bernardino 2007 General Plan

The County of San Bernardino General Plan was adopted on March 13, 2007. The Conservation Element of the General Plan provides direction regarding the conservation, development, and utilization of the County's natural resources. Greenhouse gas related goals and policies from the Conservation Element that are applicable to the Project include the following:

Goal CO 4: The County will ensure good air quality for its residents, businesses, and visitors to reduce impacts on human health and the economy.

Policy CO 4.6: Reduce Greenhouse Gas (GHG) emissions within the County boundaries.

1. GHG Emissions Reduction Plan. The County will adopt a GHG Emissions Reduction Plan that includes:
    a) Measures to reduce GHG emissions attributable to the County's operational activities, services and facilities, over which the County has direct responsibility and control; and
    b) Measures to reduce GHG emissions produced by private industry and development that is located within the area subject to the County's discretionary land use authority and ministerial building permit authority; and
    c) Implementation and monitoring procedures to provide periodic review of the plan's progress and allow for adjustments over time to ensure fulfillment of the plan's objectives.

San Bernardino County Regional Greenhouse Gas Reduction Plan

In response to statewide GHG reduction initiatives, the San Bernardino Associated Governments (formerly SANBAG, now known as SBCOG), cooperated to compile an inventory of GHG emissions and an evaluation

of reduction measures to be adopted by the cities partnering within SBCOG. Reduction measures in the GHG Reduction Plan (GHGRP) are targeting GHG goals for the year 2020. The policies listed in the GHGRP range from broadly supporting energy efficiency and sustainability to policies closely tied to specific GHG reduction measures. Application of these policies is expected to reduce local GHGs by an estimated 387,998 $MTCO_2e$ from "business as usual" levels in 2020. This would equate to a 28.0 percent reduction in GHGs from the 2008 levels of 1,238,926 $MTCO_2e$ annually.

4 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Thresholds and Significance Criteria

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.

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 (14 California Code of Regulations Section 15064.4(a)).

South Coast Air Quality Management District

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. As discussed above, the SCAQMD adopted a threshold of 10,000 $MTCO_2e$ per year to capture 90 percent of total emissions from all new or modified industrial (stationary source) projects. A 3,000 $MTCO_2e$ per year value was proposed as a screening threshold for residential and commercial land use development projects but was never adopted in any form by SCAQMD.

San Bernardino County

San Bernardino County includes a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MT CO_2e per year is used to determine if additional analysis is required. Projects that exceed the 3,000 $MTCO_2e$ per year are required to either achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

4.2 Methodology

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Details of the modeling assumptions and emission factors are provided in **Appendix A: Greenhouse Gas Emissions Data**. 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, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste.

5 POTENTIAL IMPACTS AND MITIGATION

5.1 Greenhouse Gas Emissions

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

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in **Table 3: Construction-Related Greenhouse Gas Emissions**.

Table 3: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
Construction Year 1 (2020)	112.99
Construction Year 2 (2021)	348.72
Total Construction Emissions	461.71
30-Year Amortized Construction	15.39

Source: CalEEMod version 2016.3.2. Refer to **Appendix A** for model outputs.

As shown, the Project would result in the generation of approximately 461.71 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.[5] The amortized Project construction emissions would be 15.39 $MTCO_2e$ 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 4: Project Greenhouse Gas Emissions**. As shown in **Table 4**, the Project would generate approximately 1,705.28 $MTCO_2e$ annually from both construction and operations of the Project. Project-related GHG emissions would not exceed the County's 3,000 $MTCO_2e$ per year screening threshold. GHG emissions would result in less than significant impacts and would not require mitigation.

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

Table 4: Project Greenhouse Gas Emissions	
Emissions Source	**$MTCO_2e$ per Year**
Area	<0.01
Energy	139.92
Mobile	1,237.48
Offroad	35.19
Waste	87.97
Water	189.31
Subtotal Total	**1,689.89**
Amortized Construction Emissions	15.39
Total Annual Project GHG Emissions	**1,705.28**
Threshold	3,000
Exceeds Threshold?	**No**
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs. Note: Total values are from CalEEMod and may not add up 100% due to rounding.	

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?

San Bernardino County Regional Greenhouse Gas Reduction Plan Consistency

The Project site is within the City of Fontana's Sphere of Influence. City of Fontana follows the 2014 GHGRP, which serves as a long-term vision for how the City, along with neighboring cities, can be more environmentally friendly and provides guidance for residents, City staff, and decision makers in the community on how to achieve future sustainability goals. The goals outlined in the GHGRP target GHG emissions in the year 2020. As shown in **Table 5: San Bernardino County Regional Greenhouse Gas Reduction Plan Consistency**, the Project would not conflict with the goals in the GHGRP.

Table 5: San Bernardino County Regional Greenhouse Gas Reduction Plan Consistency			
Goals		**Compliance**	
GOAL 1:	Continue to support the regional bus system to provide intra-city service, inter-city service to major employment centers, and connect with other regional transportation transfer points.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 2:	Where needed and appropriate, require new development to provide transit facilities and accommodations, such as bus shelters and turnouts, consistent with regional agency plans and existing and anticipated demands.	Consistent:	The Project is not located immediately adjacent to an existing bus route. Therefore, the new development would not need to provide transit facilities and accommodations for buses.
GOAL 3:	Continue to implement traffic signal systems and intelligent transportation systems (ITS) components (not limited to signal coordination, highway advisory radio, closed circuit television, emergency vehicle signal preemption, etc.) along arterial roadways and sub-areas, in accordance to the City's traffic Signal System Conceptual Buildout Plan and in compliance with regional and appropriate ITS Architecture Master Plans	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Continue to develop non-motorized trails and bicycle routes as identified in the RCGP; Parks, Recreation and Trails Element and the adopted Regional Non-Motorized Transportation Plan.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 5:	Require that all new development adjacent to non-motorized trails provide bicycle and pedestrian routes linked to those facilities.	N/A:	The Project site is not located near non-motorized trails and therefore is not applicable.
GOAL 6:	Increase densities through transit-oriented development in the core of the city adjacent to the Metrolink and Omni-trans hub.	N/A:	The Project is not located near the City core and/or a Metrolink or Omni-trans hub. In addition, the Project consists of a warehouse development and is not considered a transit-oriented development.
GOAL 7:	Activity Centers should be linked with residential neighborhoods and be accessible by multiple modes of transportation.	N/A:	This is not a project-specific policy and is therefore not applicable.
Source: San Bernardino County Transportation Authority, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, March 2014.			

Regional Transportation Plan/Sustainable Communities Strategy Consistency

On April 7, 2016, the Southern California Association of Governments (SCAG) Regional Council adopted the *2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy* (RTP/SCS). The RTP/SCS 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 6: Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

Table 6: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		**Compliance**	
GOAL 1:	Align the plan investments and policies with improving regional economic development and competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 2:	Maximize mobility and accessibility for all people and goods in the region.	Consistent:	Although this Project is not a transportation improvement project, the Project is located near existing transportation routes on Arrow Route and Cherry Avenue.
GOAL 3:	Ensure travel safety and reliability for all people and goods in the region.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Preserve and ensure a sustainable regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 5:	Maximize the productivity of our transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 6:	Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g. bicycling and walking).	N/A:	This is not a project-specific policy. However, the Project would not exceed any air quality thresholds,[6] and is located in an infill area near existing development.
GOAL 7:	Actively encourage and create incentives for energy efficiency, where possible.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Encourage land use and growth patterns that facilitate transit as well as non-motorized transportation.	Consistent:	The Project is located within approximately three miles of local bus routes and the Fontana Metrolink Station.

[6] As discussed in the *Almond Avenue Warehouse Project Air Quality Assessment* prepared by Kimley-Horn, March 2020.

Table 6: Regional Transportation Plan/Sustainable Communities Strategy Consistency	
SCAG Goals	**Compliance**
GOAL 9: Maximize security of transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	N/A: This is not a transportation improvement project and is therefore not applicable.
Source: Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, 2016.	

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 6**, 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.

California Air Resource Board Scoping Plan Consistency

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

As shown in **Table 7: Project Consistency with Applicable CARB Scoping Plan Measures**, the Project is consistent with most of the strategies, while others are not applicable to the Project. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 7: Project Consistency with Applicable CARB Scoping Plan Measures			
Scoping Plan Sector	**Scoping Plan Measure**	**Implementing Regulations**	**Project Consistency**
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address

Table 7: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the Project site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded under SB 862	**Not applicable**. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent**. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 36 percent of its power supply from renewable sources in 2018. Therefore, the utility

Table 7: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	would provide power when needed on site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	Tax Incentive Program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The Project would also comply with the City's Water-Efficient Landscaping Regulations (Chapter 28, Article IV of the Fontana Municipal Code).
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 $MTCO_2e$ of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, total Project GHG emissions would not exceed 10,000 $MTCO_2e$. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The Project is in an area designated for urban uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not applicable**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. The Project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.

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

The Project is estimated to emit approximately 1,705.28 $MTCO_2e$ per year directly from on-site activities and indirectly from off-site motor vehicles, see **Table 4**. As discussed above, the GHG emissions caused by long-term operation of the Project would not exceed the County's 3,000 $MTCO_2e$ per year screening threshold, and impacts would be less than significant.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the Project would comply with all applicable measures are enacted that state lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050.

5.3 Cumulative Setting, Impacts, and Mitigation Measures

Cumulative Setting

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

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. 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 shown in **Table 5** through **Table 7**, the Project would not conflict with the GHGRP, RTP/SCS, and/or the CARB Scoping 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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7. San Bernardino County Transportation Authority, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, March 2014.
8. State of California, *Code of Regulations Section 15065.5a*, 2018.
9. Southern California Association of Governments, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, 2016.
10. South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, 2009.
11. Southern California Edison, *2018 Sustainability Report*, May 2019.
12. Translutions, Inc., *Almond Avenue Warehouse Vehicle Miles Traveled (VMT) Evaluation*, January 20, 2020.
13. U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018.
14. U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, 2010.
15. U.S. EPA, *Overview of Greenhouse Gases*, 2018.

Appendix A

Greenhouse Gas Emissions Data

Almond Warehouse Proejct

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.00	1000sqft	0.14	6,000.00	0
Unrefrigerated Warehouse-No Rail	180.17	1000sqft	4.14	180,167.00	0
Parking Lot	110.00	Space	0.99	44,000.00	0
Parking Lot	41.34	1000sqft	0.95	41,340.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	510.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Almond Warehouse Proejct - San Bernardino-South Coast County, Annual

Project Characteristics - Adjusted per the SCE 2018 Corporate Responsibility and Sustainability Report. The report provides intensity factor of CO2e, the CO2 intensity factor is calculated as 513-25*0.029-298*0.00617=5.4363 to avoid double counting.

Land Use - based on site plan, Scheme 8, 1/7/2020, Warehouse - 180,167 sf Office - 6,000 sf , Cars - 110 stalls, Trucks (12x53) 37 stalls + 27 docks, = 64 , 41,340 sf

Construction Phase - based on 7 month construction schedule

Demolition - Demo existing house. Existing house approx. 2,000 sf based on Google Earth

Grading - balanced site

Vehicle Trips - ADT = 324/ 180.167 = 1.798331547952732742400106567795 4

Vehicle Emission Factors - EMFAC2017 - San Bernardino County/SC

Vehicle Emission Factors - EMFAC2017 - San Bernardino County/SC

Vehicle Emission Factors - EMFAC2017 - San Bernardino County/SC

Energy Use -

Construction Off-road Equipment Mitigation - Rule 403

Area Mitigation - Low VOC paint

Energy Mitigation - CEC 2019 standard will reduce energy use for nonresidential buildings by 30% mainly due to lighting upgrades

Water Mitigation - use low flow fixtures

Waste Mitigation - AB 939

Operational Off-Road Equipment - assume 2 electric forklifts

Fleet Mix - based on Translutions Memo 1-20-2020

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12

Almond Warehouse Proejct - San Bernardino-South Coast County, Annual

tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	85.00
tblConstructionPhase	NumDays	230.00	120.00
tblConstructionPhase	NumDays	20.00	85.00
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.55	0.44
tblFleetMix	LHD2	5.2670e-003	0.03
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblLandUse	LandUseSquareFeet	180,170.00	180,167.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	510.44
tblVehicleEF	HHD	1.24	0.24
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	56.78
tblVehicleEF	HHD	0.58	0.81
tblVehicleEF	HHD	1.92	1.3630e-003
tblVehicleEF	HHD	6,983.95	11,131.44
tblVehicleEF	HHD	1,493.95	1,530.36
tblVehicleEF	HHD	5.71	0.01
tblVehicleEF	HHD	28.07	61.71
tblVehicleEF	HHD	2.87	4.04

tblVehicleEF	HHD	20.20	1.89
tblVehicleEF	HHD	0.01	0.09
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	0.01	0.08
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8820e-003	8.8320e-003
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.0000e-005	0.00
tblVehicleEF	HHD	9.3000e-005	3.8000e-005
tblVehicleEF	HHD	3.4490e-003	6.0000e-005
tblVehicleEF	HHD	0.89	4.44
tblVehicleEF	HHD	5.7000e-005	2.2000e-005
tblVehicleEF	HHD	0.09	0.13
tblVehicleEF	HHD	2.4200e-004	2.9900e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.07	0.10
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.9000e-005	0.00
tblVehicleEF	HHD	9.3000e-005	3.8000e-005
tblVehicleEF	HHD	3.4490e-003	6.0000e-005
tblVehicleEF	HHD	1.02	5.09
tblVehicleEF	HHD	5.7000e-005	2.2000e-005
tblVehicleEF	HHD	0.13	0.28
tblVehicleEF	HHD	2.4200e-004	2.9900e-004

tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	1.17	0.25
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.52	55.32
tblVehicleEF	HHD	0.58	0.82
tblVehicleEF	HHD	1.80	1.2870e-003
tblVehicleEF	HHD	7,395.94	11,121.59
tblVehicleEF	HHD	1,493.95	1,530.36
tblVehicleEF	HHD	5.71	0.01
tblVehicleEF	HHD	28.97	60.22
tblVehicleEF	HHD	2.70	3.82
tblVehicleEF	HHD	20.19	1.89
tblVehicleEF	HHD	0.01	0.08
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	0.01	0.08
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8820e-003	8.8320e-003
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.0000e-005	0.00
tblVehicleEF	HHD	1.8400e-004	7.5000e-005
tblVehicleEF	HHD	3.9090e-003	6.9000e-005
tblVehicleEF	HHD	0.84	4.62
tblVehicleEF	HHD	1.2900e-004	5.0000e-005

tblVehicleEF	HHD	0.09	0.13
tblVehicleEF	HHD	2.4800e-004	3.0700e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.07	0.10
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.7000e-005	0.00
tblVehicleEF	HHD	1.8400e-004	7.5000e-005
tblVehicleEF	HHD	3.9090e-003	6.9000e-005
tblVehicleEF	HHD	0.97	5.29
tblVehicleEF	HHD	1.2900e-004	5.0000e-005
tblVehicleEF	HHD	0.13	0.28
tblVehicleEF	HHD	2.4800e-004	3.0700e-004
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tblVehicleEF	HHD	1.34	0.23
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	58.80
tblVehicleEF	HHD	0.58	0.81
tblVehicleEF	HHD	1.89	1.3520e-003
tblVehicleEF	HHD	6,415.00	11,145.04
tblVehicleEF	HHD	1,493.95	1,530.36
tblVehicleEF	HHD	5.71	0.01
tblVehicleEF	HHD	26.84	63.77
tblVehicleEF	HHD	2.83	3.98
tblVehicleEF	HHD	20.20	1.89
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	HHD	0.06	0.06

tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	0.02	0.09
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8820e-003	8.8320e-003
tblVehicleEF	HHD	0.01	0.05
tblVehicleEF	HHD	5.0000e-005	0.00
tblVehicleEF	HHD	9.4000e-005	4.1000e-005
tblVehicleEF	HHD	3.7830e-003	7.1000e-005
tblVehicleEF	HHD	0.96	4.20
tblVehicleEF	HHD	5.6000e-005	2.4000e-005
tblVehicleEF	HHD	0.09	0.13
tblVehicleEF	HHD	2.5900e-004	3.1300e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.06	0.10
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.9000e-005	0.00
tblVehicleEF	HHD	9.4000e-005	4.1000e-005
tblVehicleEF	HHD	3.7830e-003	7.1000e-005
tblVehicleEF	HHD	1.10	4.81
tblVehicleEF	HHD	5.6000e-005	2.4000e-005
tblVehicleEF	HHD	0.13	0.28
tblVehicleEF	HHD	2.5900e-004	3.1300e-004
tblVehicleEF	HHD	0.07	0.00
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tblVehicleEF	LDA	6.4640e-003	0.05

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tblVehicleEF	LDA	1.32	2.18
tblVehicleEF	LDA	261.85	271.31
tblVehicleEF	LDA	59.28	55.44
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.7130e-003	1.5950e-003
tblVehicleEF	LDA	2.3020e-003	1.9420e-003
tblVehicleEF	LDA	1.5790e-003	1.4690e-003
tblVehicleEF	LDA	2.1170e-003	1.7860e-003
tblVehicleEF	LDA	0.05	0.31
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.24
tblVehicleEF	LDA	2.6230e-003	2.6840e-003
tblVehicleEF	LDA	6.1500e-004	5.4900e-004
tblVehicleEF	LDA	0.05	0.31
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.10	0.27
tblVehicleEF	LDA	5.3170e-003	3.2410e-003
tblVehicleEF	LDA	5.3900e-003	0.05
tblVehicleEF	LDA	0.76	0.88

tblVehicleEF	LDA	1.10	1.83
tblVehicleEF	LDA	286.52	293.82
tblVehicleEF	LDA	59.28	54.78
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.18
tblVehicleEF	LDA	1.7130e-003	1.5950e-003
tblVehicleEF	LDA	2.3020e-003	1.9420e-003
tblVehicleEF	LDA	1.5790e-003	1.4690e-003
tblVehicleEF	LDA	2.1170e-003	1.7860e-003
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tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.46
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.8710e-003	2.9070e-003
tblVehicleEF	LDA	6.1100e-004	5.4200e-004
tblVehicleEF	LDA	0.10	0.57
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.46
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.23
tblVehicleEF	LDA	4.5320e-003	2.8130e-003
tblVehicleEF	LDA	6.4200e-003	0.05
tblVehicleEF	LDA	0.58	0.70
tblVehicleEF	LDA	1.30	2.18

tblVehicleEF	LDA	256.02	267.12
tblVehicleEF	LDA	59.28	55.45
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.19
tblVehicleEF	LDA	1.7130e-003	1.5950e-003
tblVehicleEF	LDA	2.3020e-003	1.9420e-003
tblVehicleEF	LDA	1.5790e-003	1.4690e-003
tblVehicleEF	LDA	2.1170e-003	1.7860e-003
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.09	0.24
tblVehicleEF	LDA	2.5640e-003	2.6430e-003
tblVehicleEF	LDA	6.1500e-004	5.4900e-004
tblVehicleEF	LDA	0.05	0.29
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.09	0.27
tblVehicleEF	LDT1	0.02	8.7920e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.71	1.72
tblVehicleEF	LDT1	4.02	2.48
tblVehicleEF	LDT1	323.73	321.83

tblVehicleEF	LDT1	72.77	67.22
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	0.24	0.32
tblVehicleEF	LDT1	2.8630e-003	2.5650e-003
tblVehicleEF	LDT1	3.8930e-003	3.0660e-003
tblVehicleEF	LDT1	2.6370e-003	2.3610e-003
tblVehicleEF	LDT1	3.5800e-003	2.8200e-003
tblVehicleEF	LDT1	0.19	0.94
tblVehicleEF	LDT1	0.36	0.29
tblVehicleEF	LDT1	0.13	0.00
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.21	0.93
tblVehicleEF	LDT1	0.29	0.47
tblVehicleEF	LDT1	3.2600e-003	3.1850e-003
tblVehicleEF	LDT1	7.9900e-004	6.6500e-004
tblVehicleEF	LDT1	0.19	0.94
tblVehicleEF	LDT1	0.36	0.29
tblVehicleEF	LDT1	0.13	0.66
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.21	0.93
tblVehicleEF	LDT1	0.31	0.52
tblVehicleEF	LDT1	0.02	9.8170e-003
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tblVehicleEF	LDT1	2.05	2.04
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tblVehicleEF	LDT1	72.77	66.35

tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	0.22	0.30
tblVehicleEF	LDT1	2.8630e-003	2.5650e-003
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tblVehicleEF	LDT1	2.6370e-003	2.3610e-003
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tblVehicleEF	LDT1	0.29	0.00
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.21	0.92
tblVehicleEF	LDT1	0.24	0.41
tblVehicleEF	LDT1	3.5540e-003	3.4170e-003
tblVehicleEF	LDT1	7.8600e-004	6.5700e-004
tblVehicleEF	LDT1	0.40	1.78
tblVehicleEF	LDT1	0.44	0.34
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.21	0.92
tblVehicleEF	LDT1	0.26	0.44
tblVehicleEF	LDT1	0.01	8.6230e-003
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT1	1.62	1.66
tblVehicleEF	LDT1	3.95	2.48
tblVehicleEF	LDT1	316.91	317.45
tblVehicleEF	LDT1	72.77	67.23
tblVehicleEF	LDT1	0.17	0.14

tblVehicleEF	LDT1	0.24	0.32
tblVehicleEF	LDT1	2.8630e-003	2.5650e-003
tblVehicleEF	LDT1	3.8930e-003	3.0660e-003
tblVehicleEF	LDT1	2.6370e-003	2.3610e-003
tblVehicleEF	LDT1	3.5800e-003	2.8200e-003
tblVehicleEF	LDT1	0.20	0.93
tblVehicleEF	LDT1	0.41	0.33
tblVehicleEF	LDT1	0.12	0.00
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.25	1.09
tblVehicleEF	LDT1	0.28	0.48
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tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.09
tblVehicleEF	LDT1	0.31	0.52
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tblVehicleEF	LDT2	0.16	0.33

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tblVehicleEF	LDT2	2.2230e-003	1.8510e-003
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.13	0.36
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tblVehicleEF	LDT2	8.5100e-004	7.1700e-004
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.14	0.40
tblVehicleEF	LDT2	7.8730e-003	5.5830e-003
tblVehicleEF	LDT2	7.7350e-003	0.07
tblVehicleEF	LDT2	1.04	1.31
tblVehicleEF	LDT2	1.53	2.36
tblVehicleEF	LDT2	397.09	369.05
tblVehicleEF	LDT2	81.97	71.61
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.15	0.31
tblVehicleEF	LDT2	1.7370e-003	1.6810e-003

tblVehicleEF	LDT2	2.4180e-003	2.0130e-003
tblVehicleEF	LDT2	1.5980e-003	1.5460e-003
tblVehicleEF	LDT2	2.2230e-003	1.8510e-003
tblVehicleEF	LDT2	0.14	0.89
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LDT2	0.12	0.73
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.10	0.31
tblVehicleEF	LDT2	3.9810e-003	3.6510e-003
tblVehicleEF	LDT2	8.4600e-004	7.0900e-004
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tblVehicleEF	LDT2	0.16	0.17
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tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.11	0.34
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tblVehicleEF	LDT2	1.82	2.82
tblVehicleEF	LDT2	355.82	341.80
tblVehicleEF	LDT2	81.97	72.52
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.16	0.33
tblVehicleEF	LDT2	1.7370e-003	1.6810e-003
tblVehicleEF	LDT2	2.4180e-003	2.0130e-003

tblVehicleEF	LDT2	1.5980e-003	1.5460e-003
tblVehicleEF	LDT2	2.2230e-003	1.8510e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.05	0.38
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.08	0.55
tblVehicleEF	LDT2	0.12	0.37
tblVehicleEF	LDT2	3.5650e-003	3.3820e-003
tblVehicleEF	LDT2	8.5100e-004	7.1800e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.05	0.38
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.55
tblVehicleEF	LDT2	0.14	0.40
tblVehicleEF	LHD1	5.4860e-003	0.07
tblVehicleEF	LHD1	0.01	6.6980e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.15	2.43
tblVehicleEF	LHD1	1.16	0.82
tblVehicleEF	LHD1	2.77	0.96
tblVehicleEF	LHD1	9.23	129.36
tblVehicleEF	LHD1	614.92	661.60
tblVehicleEF	LHD1	30.92	10.27
tblVehicleEF	LHD1	0.09	1.08
tblVehicleEF	LHD1	2.26	1.38

tblVehicleEF	LHD1	1.02	0.30
tblVehicleEF	LHD1	9.6600e-004	0.01
tblVehicleEF	LHD1	0.01	9.8530e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0070e-003	2.4400e-004
tblVehicleEF	LHD1	9.2400e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	9.8740e-003
tblVehicleEF	LHD1	9.2600e-004	2.2500e-004
tblVehicleEF	LHD1	3.7970e-003	0.04
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.30
tblVehicleEF	LHD1	1.8480e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	9.2000e-005	1.2520e-003
tblVehicleEF	LHD1	6.0360e-003	6.4470e-003
tblVehicleEF	LHD1	3.6200e-004	1.0200e-004
tblVehicleEF	LHD1	3.7970e-003	0.04
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.42
tblVehicleEF	LHD1	1.8480e-003	0.02
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.31	0.08
tblVehicleEF	LHD1	5.4860e-003	0.07

tblVehicleEF	LHD1	0.01	6.8390e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.43
tblVehicleEF	LHD1	1.18	0.83
tblVehicleEF	LHD1	2.58	0.91
tblVehicleEF	LHD1	9.23	129.36
tblVehicleEF	LHD1	614.92	661.62
tblVehicleEF	LHD1	30.92	10.18
tblVehicleEF	LHD1	0.09	1.08
tblVehicleEF	LHD1	2.12	1.29
tblVehicleEF	LHD1	0.97	0.29
tblVehicleEF	LHD1	9.6600e-004	0.01
tblVehicleEF	LHD1	0.01	9.8530e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0070e-003	2.4400e-004
tblVehicleEF	LHD1	9.2400e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	9.8740e-003
tblVehicleEF	LHD1	9.2600e-004	2.2500e-004
tblVehicleEF	LHD1	7.5090e-003	0.08
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.30
tblVehicleEF	LHD1	4.2150e-003	0.04
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.2000e-005	1.2520e-003

tblVehicleEF	LHD1	6.0370e-003	6.4470e-003
tblVehicleEF	LHD1	3.5800e-004	1.0100e-004
tblVehicleEF	LHD1	7.5090e-003	0.08
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.42
tblVehicleEF	LHD1	4.2150e-003	0.04
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.35	0.52
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.4860e-003	0.07
tblVehicleEF	LHD1	0.01	6.7060e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.15	2.43
tblVehicleEF	LHD1	1.16	0.82
tblVehicleEF	LHD1	2.72	0.96
tblVehicleEF	LHD1	9.23	129.36
tblVehicleEF	LHD1	614.92	661.60
tblVehicleEF	LHD1	30.92	10.26
tblVehicleEF	LHD1	0.09	1.08
tblVehicleEF	LHD1	2.22	1.36
tblVehicleEF	LHD1	1.00	0.29
tblVehicleEF	LHD1	9.6600e-004	0.01
tblVehicleEF	LHD1	0.01	9.8530e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0070e-003	2.4400e-004
tblVehicleEF	LHD1	9.2400e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.4630e-003

tblVehicleEF	LHD1	0.01	9.8740e-003
tblVehicleEF	LHD1	9.2600e-004	2.2500e-004
tblVehicleEF	LHD1	4.1760e-003	0.04
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.30
tblVehicleEF	LHD1	1.8200e-003	0.02
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.38	0.56
tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	9.2000e-005	1.2520e-003
tblVehicleEF	LHD1	6.0360e-003	6.4470e-003
tblVehicleEF	LHD1	3.6100e-004	1.0200e-004
tblVehicleEF	LHD1	4.1760e-003	0.04
tblVehicleEF	LHD1	0.13	0.09
tblVehicleEF	LHD1	0.02	0.42
tblVehicleEF	LHD1	1.8200e-003	0.02
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.38	0.56
tblVehicleEF	LHD1	0.31	0.08
tblVehicleEF	LHD2	3.8190e-003	0.05
tblVehicleEF	LHD2	5.2410e-003	4.4730e-003
tblVehicleEF	LHD2	9.1660e-003	9.5030e-003
tblVehicleEF	LHD2	0.12	1.91
tblVehicleEF	LHD2	0.55	0.54
tblVehicleEF	LHD2	1.29	0.60
tblVehicleEF	LHD2	14.32	192.43
tblVehicleEF	LHD2	614.63	675.54

tblVehicleEF	LHD2	24.89	7.66
tblVehicleEF	LHD2	0.12	1.49
tblVehicleEF	LHD2	1.69	1.49
tblVehicleEF	LHD2	0.56	0.20
tblVehicleEF	LHD2	1.3030e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.2500e-004	1.2300e-004
tblVehicleEF	LHD2	1.2470e-003	0.02
tblVehicleEF	LHD2	2.6810e-003	2.6480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.1400e-004
tblVehicleEF	LHD2	1.4000e-003	0.02
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.23
tblVehicleEF	LHD2	7.3800e-004	0.01
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.12	0.05
tblVehicleEF	LHD2	1.4000e-004	1.8410e-003
tblVehicleEF	LHD2	5.9810e-003	6.5320e-003
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tblVehicleEF	LHD2	1.4000e-003	0.02
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.32
tblVehicleEF	LHD2	7.3800e-004	0.01
tblVehicleEF	LHD2	0.07	0.07

tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.14	0.05
tblVehicleEF	LHD2	3.8190e-003	0.05
tblVehicleEF	LHD2	5.3190e-003	4.5210e-003
tblVehicleEF	LHD2	8.7380e-003	9.1370e-003
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tblVehicleEF	LHD2	0.56	0.55
tblVehicleEF	LHD2	1.21	0.57
tblVehicleEF	LHD2	14.32	192.43
tblVehicleEF	LHD2	614.63	675.55
tblVehicleEF	LHD2	24.89	7.61
tblVehicleEF	LHD2	0.12	1.49
tblVehicleEF	LHD2	1.59	1.41
tblVehicleEF	LHD2	0.54	0.19
tblVehicleEF	LHD2	1.3030e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.2500e-004	1.2300e-004
tblVehicleEF	LHD2	1.2470e-003	0.02
tblVehicleEF	LHD2	2.6810e-003	2.6480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.1400e-004
tblVehicleEF	LHD2	2.7070e-003	0.04
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.23
tblVehicleEF	LHD2	1.6130e-003	0.02
tblVehicleEF	LHD2	0.06	0.06

tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4000e-004	1.8410e-003
tblVehicleEF	LHD2	5.9810e-003	6.5320e-003
tblVehicleEF	LHD2	2.7100e-004	7.5000e-005
tblVehicleEF	LHD2	2.7070e-003	0.04
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.32
tblVehicleEF	LHD2	1.6130e-003	0.02
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.10	0.29
tblVehicleEF	LHD2	0.13	0.05
tblVehicleEF	LHD2	3.8190e-003	0.05
tblVehicleEF	LHD2	5.2490e-003	4.4770e-003
tblVehicleEF	LHD2	9.0820e-003	9.4560e-003
tblVehicleEF	LHD2	0.12	1.91
tblVehicleEF	LHD2	0.55	0.54
tblVehicleEF	LHD2	1.27	0.60
tblVehicleEF	LHD2	14.32	192.43
tblVehicleEF	LHD2	614.63	675.54
tblVehicleEF	LHD2	24.89	7.66
tblVehicleEF	LHD2	0.12	1.49
tblVehicleEF	LHD2	1.67	1.47
tblVehicleEF	LHD2	0.55	0.19
tblVehicleEF	LHD2	1.3030e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	4.2500e-004	1.2300e-004
tblVehicleEF	LHD2	1.2470e-003	0.02
tblVehicleEF	LHD2	2.6810e-003	2.6480e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.1400e-004
tblVehicleEF	LHD2	1.4600e-003	0.02
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.01	0.23
tblVehicleEF	LHD2	7.2300e-004	0.01
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.31
tblVehicleEF	LHD2	0.12	0.05
tblVehicleEF	LHD2	1.4000e-004	1.8410e-003
tblVehicleEF	LHD2	5.9810e-003	6.5320e-003
tblVehicleEF	LHD2	2.7200e-004	7.6000e-005
tblVehicleEF	LHD2	1.4600e-003	0.02
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.32
tblVehicleEF	LHD2	7.2300e-004	0.01
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.10	0.31
tblVehicleEF	LHD2	0.13	0.05
tblVehicleEF	MCY	0.00	2.35
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.16	0.24
tblVehicleEF	MCY	21.02	19.60
tblVehicleEF	MCY	9.91	8.58

tblVehicleEF	MCY	167.12	212.10
tblVehicleEF	MCY	46.87	61.05
tblVehicleEF	MCY	1.17	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8190e-003	1.9180e-003
tblVehicleEF	MCY	3.7460e-003	3.0150e-003
tblVehicleEF	MCY	1.7050e-003	1.7950e-003
tblVehicleEF	MCY	3.5370e-003	2.8420e-003
tblVehicleEF	MCY	1.45	2.84
tblVehicleEF	MCY	0.85	0.80
tblVehicleEF	MCY	0.80	1.56
tblVehicleEF	MCY	2.26	2.35
tblVehicleEF	MCY	0.50	1.97
tblVehicleEF	MCY	2.17	1.85
tblVehicleEF	MCY	2.0790e-003	2.0990e-003
tblVehicleEF	MCY	6.9500e-004	6.0400e-004
tblVehicleEF	MCY	1.45	2.84
tblVehicleEF	MCY	0.85	0.80
tblVehicleEF	MCY	0.80	1.56
tblVehicleEF	MCY	2.76	2.88
tblVehicleEF	MCY	0.50	1.97
tblVehicleEF	MCY	2.37	2.02
tblVehicleEF	MCY	0.00	2.30
tblVehicleEF	MCY	0.41	0.34
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	21.14	19.61
tblVehicleEF	MCY	9.06	7.90

tblVehicleEF	MCY	167.12	211.94
tblVehicleEF	MCY	46.87	59.22
tblVehicleEF	MCY	0.99	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.8190e-003	1.9180e-003
tblVehicleEF	MCY	3.7460e-003	3.0150e-003
tblVehicleEF	MCY	1.7050e-003	1.7950e-003
tblVehicleEF	MCY	3.5370e-003	2.8420e-003
tblVehicleEF	MCY	3.14	5.54
tblVehicleEF	MCY	1.28	1.12
tblVehicleEF	MCY	2.14	3.54
tblVehicleEF	MCY	2.19	2.30
tblVehicleEF	MCY	0.50	1.94
tblVehicleEF	MCY	1.87	1.62
tblVehicleEF	MCY	2.0790e-003	2.0970e-003
tblVehicleEF	MCY	6.7100e-004	5.8600e-004
tblVehicleEF	MCY	3.14	5.54
tblVehicleEF	MCY	1.28	1.12
tblVehicleEF	MCY	2.14	3.54
tblVehicleEF	MCY	2.69	2.83
tblVehicleEF	MCY	0.50	1.94
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.00	2.33
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	20.06	19.08
tblVehicleEF	MCY	9.53	8.41

tblVehicleEF	MCY	167.12	211.21
tblVehicleEF	MCY	46.87	60.69
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8190e-003	1.9180e-003
tblVehicleEF	MCY	3.7460e-003	3.0150e-003
tblVehicleEF	MCY	1.7050e-003	1.7950e-003
tblVehicleEF	MCY	3.5370e-003	2.8420e-003
tblVehicleEF	MCY	1.71	3.14
tblVehicleEF	MCY	1.14	1.06
tblVehicleEF	MCY	0.72	1.49
tblVehicleEF	MCY	2.22	2.33
tblVehicleEF	MCY	0.57	2.24
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0630e-003	2.0900e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.71	3.14
tblVehicleEF	MCY	1.14	1.06
tblVehicleEF	MCY	0.72	1.49
tblVehicleEF	MCY	2.71	2.86
tblVehicleEF	MCY	0.57	2.24
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.4810e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.55	1.30
tblVehicleEF	MDV	3.59	3.42
tblVehicleEF	MDV	498.66	426.46

tblVehicleEF	MDV	110.76	89.63
tblVehicleEF	MDV	0.20	0.13
tblVehicleEF	MDV	0.36	0.42
tblVehicleEF	MDV	1.8680e-003	1.7760e-003
tblVehicleEF	MDV	2.5890e-003	2.1410e-003
tblVehicleEF	MDV	1.7240e-003	1.6380e-003
tblVehicleEF	MDV	2.3820e-003	0.03
tblVehicleEF	MDV	0.10	0.54
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.48
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.28	0.48
tblVehicleEF	MDV	5.0000e-003	4.2170e-003
tblVehicleEF	MDV	1.1710e-003	8.8700e-004
tblVehicleEF	MDV	0.10	0.54
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.48
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.31	0.52
tblVehicleEF	MDV	0.02	7.2390e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.87	1.53
tblVehicleEF	MDV	2.99	2.87
tblVehicleEF	MDV	542.90	450.72
tblVehicleEF	MDV	110.76	88.52

tblVehicleEF	MDV	0.18	0.11
tblVehicleEF	MDV	0.33	0.39
tblVehicleEF	MDV	1.8680e-003	1.7760e-003
tblVehicleEF	MDV	2.5890e-003	2.1410e-003
tblVehicleEF	MDV	1.7240e-003	1.6380e-003
tblVehicleEF	MDV	2.3820e-003	0.03
tblVehicleEF	MDV	0.21	1.01
tblVehicleEF	MDV	0.24	0.20
tblVehicleEF	MDV	0.18	0.88
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.24	0.41
tblVehicleEF	MDV	5.4470e-003	4.4570e-003
tblVehicleEF	MDV	1.1600e-003	8.7600e-004
tblVehicleEF	MDV	0.21	1.01
tblVehicleEF	MDV	0.24	0.20
tblVehicleEF	MDV	0.18	0.88
tblVehicleEF	MDV	0.06	0.05
tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.26	0.45
tblVehicleEF	MDV	0.01	6.3480e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.47	1.25
tblVehicleEF	MDV	3.53	3.43
tblVehicleEF	MDV	488.33	421.93
tblVehicleEF	MDV	110.76	89.65
tblVehicleEF	MDV	0.19	0.12

tblVehicleEF	MDV	0.35	0.41
tblVehicleEF	MDV	1.8680e-003	1.7760e-003
tblVehicleEF	MDV	2.5890e-003	2.1410e-003
tblVehicleEF	MDV	1.7240e-003	1.6380e-003
tblVehicleEF	MDV	2.3820e-003	0.03
tblVehicleEF	MDV	0.10	0.50
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.08	0.46
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.59
tblVehicleEF	MDV	0.28	0.48
tblVehicleEF	MDV	4.8960e-003	4.1720e-003
tblVehicleEF	MDV	1.1700e-003	8.8700e-004
tblVehicleEF	MDV	0.10	0.50
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.08	0.46
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.59
tblVehicleEF	MDV	0.31	0.53
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.60	1.54
tblVehicleEF	MH	6.96	2.21
tblVehicleEF	MH	1,048.28	1,507.66
tblVehicleEF	MH	59.91	19.26
tblVehicleEF	MH	1.64	1.53
tblVehicleEF	MH	0.95	0.24

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.2510e-003	2.6800e-004
tblVehicleEF	MH	3.2210e-003	3.2700e-003
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.1500e-003	0.00
tblVehicleEF	MH	1.56	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.54	0.04
tblVehicleEF	MH	0.12	0.07
tblVehicleEF	MH	0.03	1.60
tblVehicleEF	MH	0.40	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.2000e-004	1.9100e-004
tblVehicleEF	MH	1.56	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.54	0.04
tblVehicleEF	MH	0.17	0.10
tblVehicleEF	MH	0.03	1.60
tblVehicleEF	MH	0.44	0.11
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.74	1.58
tblVehicleEF	MH	6.31	2.05
tblVehicleEF	MH	1,048.28	1,507.73
tblVehicleEF	MH	59.91	19.00
tblVehicleEF	MH	1.50	1.42

tblVehicleEF	MH	0.90	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.2510e-003	2.6800e-004
tblVehicleEF	MH	3.2210e-003	3.2700e-003
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.1500e-003	0.00
tblVehicleEF	MH	3.12	0.21
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	1.30	0.09
tblVehicleEF	MH	0.12	0.07
tblVehicleEF	MH	0.03	1.59
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0900e-004	1.8800e-004
tblVehicleEF	MH	3.12	0.21
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	1.30	0.09
tblVehicleEF	MH	0.17	0.10
tblVehicleEF	MH	0.03	1.59
tblVehicleEF	MH	0.41	0.10
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.61	1.54
tblVehicleEF	MH	6.87	2.21
tblVehicleEF	MH	1,048.28	1,507.66
tblVehicleEF	MH	59.91	19.27

tblVehicleEF	MH	1.61	1.50
tblVehicleEF	MH	0.94	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.2510e-003	2.6800e-004
tblVehicleEF	MH	3.2210e-003	3.2700e-003
tblVehicleEF	MH	0.04	0.03
tblVehicleEF	MH	1.1500e-003	0.00
tblVehicleEF	MH	1.88	0.13
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.56	0.05
tblVehicleEF	MH	0.12	0.07
tblVehicleEF	MH	0.03	1.68
tblVehicleEF	MH	0.40	0.10
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.1900e-004	1.9100e-004
tblVehicleEF	MH	1.88	0.13
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.56	0.05
tblVehicleEF	MH	0.17	0.10
tblVehicleEF	MH	0.03	1.68
tblVehicleEF	MH	0.43	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.1450e-003	5.9780e-003
tblVehicleEF	MHD	0.06	3.0950e-003
tblVehicleEF	MHD	0.33	3.22
tblVehicleEF	MHD	0.31	0.52

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tblVehicleEF	MHD	155.10	780.82
tblVehicleEF	MHD	1,105.72	1,006.19
tblVehicleEF	MHD	53.92	2.99
tblVehicleEF	MHD	0.63	6.91
tblVehicleEF	MHD	1.08	2.32
tblVehicleEF	MHD	11.74	1.38
tblVehicleEF	MHD	4.3700e-004	0.02
tblVehicleEF	MHD	5.5780e-003	0.07
tblVehicleEF	MHD	8.2200e-004	3.7000e-005
tblVehicleEF	MHD	4.1800e-004	0.02
tblVehicleEF	MHD	5.3330e-003	0.06
tblVehicleEF	MHD	7.5600e-004	3.4000e-005
tblVehicleEF	MHD	1.4330e-003	4.5970e-003
tblVehicleEF	MHD	0.05	7.3280e-003
tblVehicleEF	MHD	0.02	0.18
tblVehicleEF	MHD	7.1400e-004	2.3840e-003
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.36	0.02
tblVehicleEF	MHD	1.4910e-003	7.3950e-003
tblVehicleEF	MHD	0.01	9.5620e-003
tblVehicleEF	MHD	6.4400e-004	3.0000e-005
tblVehicleEF	MHD	1.4330e-003	4.5970e-003
tblVehicleEF	MHD	0.05	7.3280e-003
tblVehicleEF	MHD	0.03	0.23
tblVehicleEF	MHD	7.1400e-004	2.3840e-003

tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.2290e-003	6.0070e-003
tblVehicleEF	MHD	0.05	2.9710e-003
tblVehicleEF	MHD	0.24	2.72
tblVehicleEF	MHD	0.32	0.52
tblVehicleEF	MHD	5.61	0.34
tblVehicleEF	MHD	164.29	793.74
tblVehicleEF	MHD	1,105.72	1,006.20
tblVehicleEF	MHD	53.92	2.96
tblVehicleEF	MHD	0.65	6.98
tblVehicleEF	MHD	1.01	2.18
tblVehicleEF	MHD	11.70	1.38
tblVehicleEF	MHD	3.6900e-004	0.02
tblVehicleEF	MHD	5.5780e-003	0.07
tblVehicleEF	MHD	8.2200e-004	3.7000e-005
tblVehicleEF	MHD	3.5300e-004	0.02
tblVehicleEF	MHD	5.3330e-003	0.06
tblVehicleEF	MHD	7.5600e-004	3.4000e-005
tblVehicleEF	MHD	2.8480e-003	8.4260e-003
tblVehicleEF	MHD	0.05	8.5070e-003
tblVehicleEF	MHD	0.02	0.17
tblVehicleEF	MHD	1.6690e-003	4.8010e-003
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.04

tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	1.5770e-003	7.5180e-003
tblVehicleEF	MHD	0.01	9.5630e-003
tblVehicleEF	MHD	6.3800e-004	2.9000e-005
tblVehicleEF	MHD	2.8480e-003	8.4260e-003
tblVehicleEF	MHD	0.05	8.5070e-003
tblVehicleEF	MHD	0.03	0.22
tblVehicleEF	MHD	1.6690e-003	4.8010e-003
tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.38	0.02
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	4.1530e-003	5.9780e-003
tblVehicleEF	MHD	0.06	3.0730e-003
tblVehicleEF	MHD	0.46	3.91
tblVehicleEF	MHD	0.31	0.52
tblVehicleEF	MHD	5.90	0.36
tblVehicleEF	MHD	142.41	762.95
tblVehicleEF	MHD	1,105.72	1,006.19
tblVehicleEF	MHD	53.92	2.99
tblVehicleEF	MHD	0.60	6.81
tblVehicleEF	MHD	1.06	2.28
tblVehicleEF	MHD	11.73	1.38
tblVehicleEF	MHD	5.3200e-004	0.03
tblVehicleEF	MHD	5.5780e-003	0.07
tblVehicleEF	MHD	8.2200e-004	3.7000e-005
tblVehicleEF	MHD	5.0900e-004	0.03

tblVehicleEF	MHD	5.3330e-003	0.06
tblVehicleEF	MHD	7.5600e-004	3.4000e-005
tblVehicleEF	MHD	1.5800e-003	4.8400e-003
tblVehicleEF	MHD	0.05	8.2350e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	7.0500e-004	2.4390e-003
tblVehicleEF	MHD	0.04	0.11
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.36	0.02
tblVehicleEF	MHD	1.3710e-003	7.2250e-003
tblVehicleEF	MHD	0.01	9.5620e-003
tblVehicleEF	MHD	6.4300e-004	3.0000e-005
tblVehicleEF	MHD	1.5800e-003	4.8400e-003
tblVehicleEF	MHD	0.05	8.2350e-003
tblVehicleEF	MHD	0.04	0.24
tblVehicleEF	MHD	7.0500e-004	2.4390e-003
tblVehicleEF	MHD	0.05	0.13
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.39	0.02
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	0.01	8.8680e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	9.46
tblVehicleEF	OBUS	0.73	0.98
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tblVehicleEF	OBUS	70.21	1,555.56
tblVehicleEF	OBUS	1,126.32	1,439.48

tblVehicleEF	OBUS	71.08	13.85
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tblVehicleEF	OBUS	1.1300e-004	0.04
tblVehicleEF	OBUS	5.4210e-003	0.03
tblVehicleEF	OBUS	9.1200e-004	1.4500e-004
tblVehicleEF	OBUS	1.0800e-004	0.04
tblVehicleEF	OBUS	5.1650e-003	0.03
tblVehicleEF	OBUS	8.3900e-004	1.3300e-004
tblVehicleEF	OBUS	2.2350e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.98
tblVehicleEF	OBUS	9.4600e-004	0.01
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tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.41	0.08
tblVehicleEF	OBUS	6.8200e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2800e-004	1.3700e-004
tblVehicleEF	OBUS	2.2350e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.24
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.11
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.45	0.09

tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	0.01	9.0270e-003
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tblVehicleEF	OBUS	1,126.32	1,439.51
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tblVehicleEF	OBUS	1.92	0.99
tblVehicleEF	OBUS	9.5000e-005	0.03
tblVehicleEF	OBUS	5.4210e-003	0.03
tblVehicleEF	OBUS	9.1200e-004	1.4500e-004
tblVehicleEF	OBUS	9.1000e-005	0.03
tblVehicleEF	OBUS	5.1650e-003	0.03
tblVehicleEF	OBUS	8.3900e-004	1.3300e-004
tblVehicleEF	OBUS	4.3510e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.98
tblVehicleEF	OBUS	2.1830e-003	0.03
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.39	0.08
tblVehicleEF	OBUS	7.1200e-004	0.01
tblVehicleEF	OBUS	0.01	0.01

tblVehicleEF	OBUS	8.1800e-004	1.3500e-004
tblVehicleEF	OBUS	4.3510e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.24
tblVehicleEF	OBUS	2.1830e-003	0.03
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tblVehicleEF	OBUS	1.96	0.99
tblVehicleEF	OBUS	1.3700e-004	0.05
tblVehicleEF	OBUS	5.4210e-003	0.03
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tblVehicleEF	OBUS	1.3100e-004	0.04
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tblVehicleEF	OBUS	2.3980e-003	0.04

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tblVehicleEF	OBUS	8.2700e-004	1.3700e-004
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tblVehicleEF	SBUS	0.01	9.3510e-003
tblVehicleEF	SBUS	0.07	0.02
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tblVehicleEF	SBUS	5.49	2.56
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tblVehicleEF	SBUS	15.23	0.77
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	5.0600e-004	1.2800e-004
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tblVehicleEF	SBUS	2.7630e-003	2.7030e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.6500e-004	1.1800e-004
tblVehicleEF	SBUS	3.0740e-003	0.02
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tblVehicleEF	SBUS	2.7630e-003	2.7030e-003
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tblVehicleEF	SBUS	4.6500e-004	1.1800e-004
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tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	9.6420e-003	0.22
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tblVehicleEF	SBUS	0.01	0.03

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.2700e-004	1.3500e-004
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tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.96	4.83
tblVehicleEF	SBUS	2.9370e-003	0.01
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	9.6420e-003	0.22
tblVehicleEF	SBUS	0.25	0.10
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	5.0600e-004	1.2800e-004
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tblVehicleEF	SBUS	2.7630e-003	2.7030e-003

tblVehicleEF	SBUS	0.03	0.03
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tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.68	3.36
tblVehicleEF	SBUS	1.2980e-003	7.7230e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.28
tblVehicleEF	SBUS	0.29	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.5600e-004	1.4800e-004
tblVehicleEF	SBUS	3.2090e-003	0.02
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.97	4.83
tblVehicleEF	SBUS	1.2980e-003	7.7230e-003
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	0.01	0.28
tblVehicleEF	SBUS	0.32	0.12
tblVehicleEF	UBUS	1.95	4.45
tblVehicleEF	UBUS	0.09	9.2990e-003
tblVehicleEF	UBUS	9.79	34.75
tblVehicleEF	UBUS	14.93	0.84
tblVehicleEF	UBUS	1,861.83	1,692.28
tblVehicleEF	UBUS	135.15	10.67
tblVehicleEF	UBUS	6.43	0.38
tblVehicleEF	UBUS	13.77	0.13

tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6530e-003
tblVehicleEF	UBUS	1.3790e-003	1.2700e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.07	2.5270e-003
tblVehicleEF	UBUS	1.2680e-003	1.1700e-004
tblVehicleEF	UBUS	8.4220e-003	3.8760e-003
tblVehicleEF	UBUS	0.12	7.2060e-003
tblVehicleEF	UBUS	4.0730e-003	2.2710e-003
tblVehicleEF	UBUS	0.66	0.07
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.19	0.03
tblVehicleEF	UBUS	0.01	3.0270e-003
tblVehicleEF	UBUS	1.6230e-003	1.0600e-004
tblVehicleEF	UBUS	8.4220e-003	3.8760e-003
tblVehicleEF	UBUS	0.12	7.2060e-003
tblVehicleEF	UBUS	4.0730e-003	2.2710e-003
tblVehicleEF	UBUS	2.68	4.54
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.30	0.04
tblVehicleEF	UBUS	1.95	4.45
tblVehicleEF	UBUS	0.08	8.4410e-003
tblVehicleEF	UBUS	9.90	34.75
tblVehicleEF	UBUS	12.23	0.71
tblVehicleEF	UBUS	1,861.83	1,692.28

tblVehicleEF	UBUS	135.15	10.47
tblVehicleEF	UBUS	5.98	0.38
tblVehicleEF	UBUS	13.65	0.12
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6530e-003
tblVehicleEF	UBUS	1.3790e-003	1.2700e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.07	2.5270e-003
tblVehicleEF	UBUS	1.2680e-003	1.1700e-004
tblVehicleEF	UBUS	0.02	7.1140e-003
tblVehicleEF	UBUS	0.15	8.7360e-003
tblVehicleEF	UBUS	9.6640e-003	4.6900e-003
tblVehicleEF	UBUS	0.67	0.07
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.06	0.03
tblVehicleEF	UBUS	0.01	3.0270e-003
tblVehicleEF	UBUS	1.5760e-003	1.0400e-004
tblVehicleEF	UBUS	0.02	7.1140e-003
tblVehicleEF	UBUS	0.15	8.7360e-003
tblVehicleEF	UBUS	9.6640e-003	4.6900e-003
tblVehicleEF	UBUS	2.69	4.54
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	1.16	0.03
tblVehicleEF	UBUS	1.95	4.45
tblVehicleEF	UBUS	0.09	9.3770e-003

tblVehicleEF	UBUS	9.80	34.75
tblVehicleEF	UBUS	14.43	0.85
tblVehicleEF	UBUS	1,861.83	1,692.28
tblVehicleEF	UBUS	135.15	10.69
tblVehicleEF	UBUS	6.31	0.38
tblVehicleEF	UBUS	13.74	0.13
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6530e-003
tblVehicleEF	UBUS	1.3790e-003	1.2700e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.07	2.5270e-003
tblVehicleEF	UBUS	1.2680e-003	1.1700e-004
tblVehicleEF	UBUS	9.6690e-003	4.0000e-003
tblVehicleEF	UBUS	0.15	8.2160e-003
tblVehicleEF	UBUS	4.2700e-003	2.3060e-003
tblVehicleEF	UBUS	0.66	0.07
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	1.17	0.03
tblVehicleEF	UBUS	0.01	3.0270e-003
tblVehicleEF	UBUS	1.6140e-003	1.0600e-004
tblVehicleEF	UBUS	9.6690e-003	4.0000e-003
tblVehicleEF	UBUS	0.15	8.2160e-003
tblVehicleEF	UBUS	4.2700e-003	2.3060e-003
tblVehicleEF	UBUS	2.68	4.54
tblVehicleEF	UBUS	0.03	0.03

tblVehicleEF	UBUS	1.28	0.04
tblVehicleTrips	CW_TL	16.60	25.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	1.68	1.80
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	1.68	1.80
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	1.68	1.80

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0995	0.9809	0.6564	1.2700e-003	0.1718	0.0484	0.2202	0.0875	0.0448	0.1323	0.0000	112.2847	112.2847	0.0283	0.0000	112.9917
2021	1.0819	1.7912	1.8956	3.9100e-003	0.0981	0.0845	0.1826	0.0264	0.0791	0.1055	0.0000	347.1320	347.1320	0.0638	0.0000	348.7273
Maximum	**1.0819**	**1.7912**	**1.8956**	**3.9100e-003**	**0.1718**	**0.0845**	**0.2202**	**0.0875**	**0.0791**	**0.1323**	**0.0000**	**347.1320**	**347.1320**	**0.0638**	**0.0000**	**348.7273**

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					
2020	0.0995	0.9809	0.6564	1.2700e-003	0.0750	0.0484	0.1234	0.0363	0.0448	0.0811	0.0000	112.2845	112.2845	0.0283	0.0000	112.9916
2021	1.0819	1.7912	1.8956	3.9100e-003	0.0906	0.0845	0.1752	0.0246	0.0791	0.1037	0.0000	347.1317	347.1317	0.0638	0.0000	348.7270
Maximum	**1.0819**	**1.7912**	**1.8956**	**3.9100e-003**	**0.0906**	**0.0845**	**0.1752**	**0.0363**	**0.0791**	**0.1037**	**0.0000**	**347.1317**	**347.1317**	**0.0638**	**0.0000**	**348.7270**

	ROG	NOx	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**	**38.63**	**0.00**	**25.88**	**46.56**	**0.00**	**22.30**	**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	10-5-2020	1-4-2021	1.0928	1.0928
2	1-5-2021	4-4-2021	1.6206	1.6206
3	4-5-2021	7-4-2021	1.2299	1.2299
		Highest	1.6206	1.6206

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	0.7661	4.0000e-005	4.3200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3800e-003	8.3800e-003	2.0000e-005	0.0000	8.9300e-003
Energy	2.0800e-003	0.0190	0.0159	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	139.2149	139.2149	7.1300e-003	1.7700e-003	139.9213
Mobile	0.3564	2.7932	3.5083	0.0129	0.8025	0.0280	0.8306	0.2165	0.0271	0.2436	0.0000	1,235.9809	1,235.9809	0.0601	0.0000	1,237.4833
Offroad	0.0336	0.3066	0.3036	4.0000e-004		0.0218	0.0218		0.0200	0.0200	0.0000	34.9157	34.9157	0.0113	0.0000	35.1981
Waste						0.0000	0.0000		0.0000	0.0000	35.5112	0.0000	35.5112	2.0987	0.0000	87.9776
Water						0.0000	0.0000		0.0000	0.0000	13.5565	130.5047	144.0612	1.3998	0.0344	189.3106
Total	**1.1582**	**3.1188**	**3.8322**	**0.0134**	**0.8025**	**0.0513**	**0.8538**	**0.2165**	**0.0486**	**0.2651**	**49.0677**	**1,540.6246**	**1,589.6923**	**3.5770**	**0.0362**	**1,689.8997**

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	0.7224	4.0000e-005	4.3200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3800e-003	8.3800e-003	2.0000e-005	0.0000	8.9300e-003
Energy	1.4700e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	127.2032	127.2032	6.6800e-003	1.5900e-003	127.8443
Mobile	0.3564	2.7932	3.5083	0.0129	0.8025	0.0280	0.8306	0.2165	0.0271	0.2436	0.0000	1,235.9809	1,235.9809	0.0601	0.0000	1,237.4833
Offroad	0.0336	0.3066	0.3036	4.0000e-004		0.0218	0.0218		0.0200	0.0200	0.0000	34.9157	34.9157	0.0113	0.0000	35.1981
Waste						0.0000	0.0000		0.0000	0.0000	17.7556	0.0000	17.7556	1.0493	0.0000	43.9888
Water						0.0000	0.0000		0.0000	0.0000	10.8452	104.6375	115.4827	1.1199	0.0275	151.6833
Total	**1.1139**	**3.1132**	**3.8274**	**0.0134**	**0.8025**	**0.0508**	**0.8534**	**0.2165**	**0.0482**	**0.2646**	**28.6008**	**1,502.7457**	**1,531.3465**	**2.2473**	**0.0291**	**1,596.2066**

	ROG	NOx	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	**3.83**	**0.18**	**0.12**	**0.22**	**0.00**	**0.84**	**0.05**	**0.00**	**0.88**	**0.16**	**41.71**	**2.46**	**3.67**	**37.17**	**19.51**	**5.54**

3.0 Construction Detail

Construction Phase

Almond Warehouse Proejct - San Bernardino-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/5/2020	10/30/2020	5	20	
2	Site Preparation	Site Preparation	10/31/2020	11/13/2020	5	10	
3	Grading	Grading	11/14/2020	12/11/2020	5	20	
4	Building Construction	Building Construction	12/12/2020	5/30/2021	5	120	
5	Paving	Paving	2/1/2021	5/30/2021	5	85	
6	Architectural Coating	Architectural Coating	2/1/2021	5/30/2021	5	85	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 1.94

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 279,251; Non-Residential Outdoor: 93,084; Striped Parking Area: 5,120 (Architectural Coating – sqft)

OffRoad Equipment

Almond Warehouse Proejct - San Bernardino-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	9.00	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	113.00	44.00	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	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2020

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					9.8000e-004	0.0000	9.8000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**	**9.8000e-004**	**0.0166**	**0.0176**	**1.5000e-004**	**0.0154**	**0.0156**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2386**

3.2 Demolition - 2020

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	3.0000e-005	1.1400e-003	1.7000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3362	0.3362	2.0000e-005	0.0000	0.3367
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	7.4000e-004	5.8000e-004	5.8200e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4097	1.4097	4.0000e-005	0.0000	1.4108
Total	**7.7000e-004**	**1.7200e-003**	**5.9900e-003**	**2.0000e-005**	**1.7200e-003**	**1.0000e-005**	**1.7400e-003**	**4.6000e-004**	**1.0000e-005**	**4.7000e-004**	**0.0000**	**1.7460**	**1.7460**	**6.0000e-005**	**0.0000**	**1.7475**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.8000e-004	0.0000	3.8000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**	**3.8000e-004**	**0.0166**	**0.0170**	**6.0000e-005**	**0.0154**	**0.0155**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2385**

3.2 Demolition - 2020

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	3.0000e-005	1.1400e-003	1.7000e-004	0.0000	7.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3362	0.3362	2.0000e-005	0.0000	0.3367
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	7.4000e-004	5.8000e-004	5.8200e-003	2.0000e-005	1.5200e-003	1.0000e-005	1.5300e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.4097	1.4097	4.0000e-005	0.0000	1.4108
Total	**7.7000e-004**	**1.7200e-003**	**5.9900e-003**	**2.0000e-005**	**1.5900e-003**	**1.0000e-005**	**1.6100e-003**	**4.3000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.7460**	**1.7460**	**6.0000e-005**	**0.0000**	**1.7475**

3.3 Site Preparation - 2020

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**0.0204**	**0.2121**	**0.1076**	**1.9000e-004**	**0.0903**	**0.0110**	**0.1013**	**0.0497**	**0.0101**	**0.0598**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.3 Site Preparation - 2020

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	4.4000e-004	3.5000e-004	3.4900e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8458	0.8458	3.0000e-005	0.0000	0.8465
Total	**4.4000e-004**	**3.5000e-004**	**3.4900e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8458**	**0.8458**	**3.0000e-005**	**0.0000**	**0.8465**

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					0.0352	0.0000	0.0352	0.0194	0.0000	0.0194	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**0.0204**	**0.2121**	**0.1076**	**1.9000e-004**	**0.0352**	**0.0110**	**0.0462**	**0.0194**	**0.0101**	**0.0295**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.3 Site Preparation - 2020

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	4.4000e-004	3.5000e-004	3.4900e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.2000e-004	2.4000e-004	1.0000e-005	2.5000e-004	0.0000	0.8458	0.8458	3.0000e-005	0.0000	0.8465
Total	**4.4000e-004**	**3.5000e-004**	**3.4900e-003**	**1.0000e-005**	**9.1000e-004**	**1.0000e-005**	**9.2000e-004**	**2.4000e-004**	**1.0000e-005**	**2.5000e-004**	**0.0000**	**0.8458**	**0.8458**	**3.0000e-005**	**0.0000**	**0.8465**

3.4 Grading - 2020

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					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0243	0.2639	0.1605	3.0000e-004		0.0127	0.0127		0.0117	0.0117	0.0000	26.0588	26.0588	8.4300e-003	0.0000	26.2694
Total	**0.0243**	**0.2639**	**0.1605**	**3.0000e-004**	**0.0655**	**0.0127**	**0.0783**	**0.0337**	**0.0117**	**0.0454**	**0.0000**	**26.0588**	**26.0588**	**8.4300e-003**	**0.0000**	**26.2694**

3.4 Grading - 2020

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	7.4000e-004	5.8000e-004	5.8200e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4097	1.4097	4.0000e-005	0.0000	1.4108
Total	**7.4000e-004**	**5.8000e-004**	**5.8200e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4097**	**1.4097**	**4.0000e-005**	**0.0000**	**1.4108**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0256	0.0000	0.0256	0.0131	0.0000	0.0131	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0243	0.2639	0.1605	3.0000e-004		0.0127	0.0127		0.0117	0.0117	0.0000	26.0587	26.0587	8.4300e-003	0.0000	26.2694
Total	**0.0243**	**0.2639**	**0.1605**	**3.0000e-004**	**0.0256**	**0.0127**	**0.0383**	**0.0131**	**0.0117**	**0.0249**	**0.0000**	**26.0587**	**26.0587**	**8.4300e-003**	**0.0000**	**26.2694**

3.4 Grading - 2020

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	7.4000e-004	5.8000e-004	5.8200e-003	2.0000e-005	1.5200e-003	1.0000e-005	1.5300e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.4097	1.4097	4.0000e-005	0.0000	1.4108
Total	**7.4000e-004**	**5.8000e-004**	**5.8200e-003**	**2.0000e-005**	**1.5200e-003**	**1.0000e-005**	**1.5300e-003**	**4.1000e-004**	**1.0000e-005**	**4.2000e-004**	**0.0000**	**1.4097**	**1.4097**	**4.0000e-005**	**0.0000**	**1.4108**

3.5 Building Construction - 2020

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	0.0148	0.1343	0.1179	1.9000e-004		7.8200e-003	7.8200e-003		7.3500e-003	7.3500e-003	0.0000	16.2127	16.2127	3.9600e-003	0.0000	16.3116
Total	**0.0148**	**0.1343**	**0.1179**	**1.9000e-004**		**7.8200e-003**	**7.8200e-003**		**7.3500e-003**	**7.3500e-003**	**0.0000**	**16.2127**	**16.2127**	**3.9600e-003**	**0.0000**	**16.3116**

3.5 Building Construction - 2020

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	9.6000e-004	0.0329	6.8800e-003	8.0000e-005	1.9400e-003	1.5000e-004	2.0900e-003	5.6000e-004	1.4000e-004	7.0000e-004	0.0000	7.8638	7.8638	5.4000e-004	0.0000	7.8774
Worker	3.9100e-003	3.0700e-003	0.0307	8.0000e-005	8.6700e-003	6.0000e-005	8.7300e-003	2.3000e-003	5.0000e-005	2.3600e-003	0.0000	7.4340	7.4340	2.2000e-004	0.0000	7.4396
Total	**4.8700e-003**	**0.0360**	**0.0376**	**1.6000e-004**	**0.0106**	**2.1000e-004**	**0.0108**	**2.8600e-003**	**1.9000e-004**	**3.0600e-003**	**0.0000**	**15.2978**	**15.2978**	**7.6000e-004**	**0.0000**	**15.3169**

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	0.0148	0.1343	0.1179	1.9000e-004		7.8200e-003	7.8200e-003		7.3500e-003	7.3500e-003	0.0000	16.2127	16.2127	3.9600e-003	0.0000	16.3116
Total	**0.0148**	**0.1343**	**0.1179**	**1.9000e-004**		**7.8200e-003**	**7.8200e-003**		**7.3500e-003**	**7.3500e-003**	**0.0000**	**16.2127**	**16.2127**	**3.9600e-003**	**0.0000**	**16.3116**

3.5 Building Construction - 2020

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	9.6000e-004	0.0329	6.8800e-003	8.0000e-005	1.8200e-003	1.5000e-004	1.9700e-003	5.3000e-004	1.4000e-004	6.7000e-004	0.0000	7.8638	7.8638	5.4000e-004	0.0000	7.8774
Worker	3.9100e-003	3.0700e-003	0.0307	8.0000e-005	8.0000e-003	6.0000e-005	8.0500e-003	2.1400e-003	5.0000e-005	2.1900e-003	0.0000	7.4340	7.4340	2.2000e-004	0.0000	7.4396
Total	**4.8700e-003**	**0.0360**	**0.0376**	**1.6000e-004**	**9.8200e-003**	**2.1000e-004**	**0.0100**	**2.6700e-003**	**1.9000e-004**	**2.8600e-003**	**0.0000**	**15.2978**	**15.2978**	**7.6000e-004**	**0.0000**	**15.3169**

3.5 Building Construction - 2021

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	0.1008	0.9239	0.8785	1.4300e-003		0.0508	0.0508		0.0478	0.0478	0.0000	122.7678	122.7678	0.0296	0.0000	123.5082
Total	**0.1008**	**0.9239**	**0.8785**	**1.4300e-003**		**0.0508**	**0.0508**		**0.0478**	**0.0478**	**0.0000**	**122.7678**	**122.7678**	**0.0296**	**0.0000**	**123.5082**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.1800e-003	0.2269	0.0462	6.2000e-004	0.0147	3.9000e-004	0.0151	4.2400e-003	3.7000e-004	4.6200e-003	0.0000	59.2242	59.2242	3.9900e-003	0.0000	59.3240
Worker	0.0276	0.0208	0.2134	6.0000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178	0.0000	54.4939	54.4939	1.5300e-003	0.0000	54.5321
Total	**0.0338**	**0.2477**	**0.2596**	**1.2200e-003**	**0.0804**	**8.2000e-004**	**0.0812**	**0.0217**	**7.6000e-004**	**0.0225**	**0.0000**	**113.7182**	**113.7182**	**5.5200e-003**	**0.0000**	**113.8561**

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	0.1008	0.9239	0.8785	1.4300e-003		0.0508	0.0508		0.0478	0.0478	0.0000	122.7676	122.7676	0.0296	0.0000	123.5081
Total	**0.1008**	**0.9239**	**0.8785**	**1.4300e-003**		**0.0508**	**0.0508**		**0.0478**	**0.0478**	**0.0000**	**122.7676**	**122.7676**	**0.0296**	**0.0000**	**123.5081**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.1800e-003	0.2269	0.0462	6.2000e-004	0.0138	3.9000e-004	0.0142	4.0100e-003	3.7000e-004	4.3900e-003	0.0000	59.2242	59.2242	3.9900e-003	0.0000	59.3240
Worker	0.0276	0.0208	0.2134	6.0000e-004	0.0605	4.3000e-004	0.0610	0.0162	3.9000e-004	0.0166	0.0000	54.4939	54.4939	1.5300e-003	0.0000	54.5321
Total	**0.0338**	**0.2477**	**0.2596**	**1.2200e-003**	**0.0743**	**8.2000e-004**	**0.0751**	**0.0202**	**7.6000e-004**	**0.0210**	**0.0000**	**113.7182**	**113.7182**	**5.5200e-003**	**0.0000**	**113.8561**

3.6 Paving - 2021

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	0.0534	0.5491	0.6228	9.7000e-004		0.0288	0.0288		0.0265	0.0265	0.0000	85.0998	85.0998	0.0275	0.0000	85.7879
Paving	2.5400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0559**	**0.5491**	**0.6228**	**9.7000e-004**		**0.0288**	**0.0288**		**0.0265**	**0.0265**	**0.0000**	**85.0998**	**85.0998**	**0.0275**	**0.0000**	**85.7879**

3.6 Paving - 2021

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	2.9300e-003	2.2200e-003	0.0227	6.0000e-005	6.9900e-003	5.0000e-005	7.0400e-003	1.8600e-003	4.0000e-005	1.9000e-003	0.0000	5.8006	5.8006	1.6000e-004	0.0000	5.8047
Total	**2.9300e-003**	**2.2200e-003**	**0.0227**	**6.0000e-005**	**6.9900e-003**	**5.0000e-005**	**7.0400e-003**	**1.8600e-003**	**4.0000e-005**	**1.9000e-003**	**0.0000**	**5.8006**	**5.8006**	**1.6000e-004**	**0.0000**	**5.8047**

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	0.0534	0.5491	0.6228	9.7000e-004		0.0288	0.0288		0.0265	0.0265	0.0000	85.0997	85.0997	0.0275	0.0000	85.7878
Paving	2.5400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0559**	**0.5491**	**0.6228**	**9.7000e-004**		**0.0288**	**0.0288**		**0.0265**	**0.0265**	**0.0000**	**85.0997**	**85.0997**	**0.0275**	**0.0000**	**85.7878**

3.6 Paving - 2021

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	2.9300e-003	2.2200e-003	0.0227	6.0000e-005	6.4400e-003	5.0000e-005	6.4900e-003	1.7200e-003	4.0000e-005	1.7600e-003	0.0000	5.8006	5.8006	1.6000e-004	0.0000	5.8047
Total	**2.9300e-003**	**2.2200e-003**	**0.0227**	**6.0000e-005**	**6.4400e-003**	**5.0000e-005**	**6.4900e-003**	**1.7200e-003**	**4.0000e-005**	**1.7600e-003**	**0.0000**	**5.8006**	**5.8006**	**1.6000e-004**	**0.0000**	**5.8047**

3.7 Architectural Coating - 2021

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	0.8748					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3000e-003	0.0649	0.0773	1.3000e-004		4.0000e-003	4.0000e-003		4.0000e-003	4.0000e-003	0.0000	10.8513	10.8513	7.4000e-004	0.0000	10.8700
Total	**0.8841**	**0.0649**	**0.0773**	**1.3000e-004**		**4.0000e-003**	**4.0000e-003**		**4.0000e-003**	**4.0000e-003**	**0.0000**	**10.8513**	**10.8513**	**7.4000e-004**	**0.0000**	**10.8700**

3.7 Architectural Coating - 2021

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	4.5000e-003	3.4000e-003	0.0348	1.0000e-004	0.0107	7.0000e-005	0.0108	2.8500e-003	6.0000e-005	2.9100e-003	0.0000	8.8943	8.8943	2.5000e-004	0.0000	8.9005
Total	**4.5000e-003**	**3.4000e-003**	**0.0348**	**1.0000e-004**	**0.0107**	**7.0000e-005**	**0.0108**	**2.8500e-003**	**6.0000e-005**	**2.9100e-003**	**0.0000**	**8.8943**	**8.8943**	**2.5000e-004**	**0.0000**	**8.9005**

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	0.8748					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3000e-003	0.0649	0.0773	1.3000e-004		4.0000e-003	4.0000e-003		4.0000e-003	4.0000e-003	0.0000	10.8513	10.8513	7.4000e-004	0.0000	10.8699
Total	**0.8841**	**0.0649**	**0.0773**	**1.3000e-004**		**4.0000e-003**	**4.0000e-003**		**4.0000e-003**	**4.0000e-003**	**0.0000**	**10.8513**	**10.8513**	**7.4000e-004**	**0.0000**	**10.8699**

3.7 Architectural Coating - 2021

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	4.5000e-003	3.4000e-003	0.0348	1.0000e-004	9.8800e-003	7.0000e-005	9.9500e-003	2.6400e-003	6.0000e-005	2.7100e-003	0.0000	8.8943	8.8943	2.5000e-004	0.0000	8.9005
Total	**4.5000e-003**	**3.4000e-003**	**0.0348**	**1.0000e-004**	**9.8800e-003**	**7.0000e-005**	**9.9500e-003**	**2.6400e-003**	**6.0000e-005**	**2.7100e-003**	**0.0000**	**8.8943**	**8.8943**	**2.5000e-004**	**0.0000**	**8.9005**

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	0.3564	2.7932	3.5083	0.0129	0.8025	0.0280	0.8306	0.2165	0.0271	0.2436	0.0000	1,235.9809	1,235.9809	0.0601	0.0000	1,237.4833
Unmitigated	0.3564	2.7932	3.5083	0.0129	0.8025	0.0280	0.8306	0.2165	0.0271	0.2436	0.0000	1,235.9809	1,235.9809	0.0601	0.0000	1,237.4833

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	324.01	324.01	324.01	2,073,231	2,073,231
Total	324.01	324.01	324.01	2,073,231	2,073,231

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	25.00	8.40	6.90	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.549952	0.037123	0.179649	0.119457	0.017229	0.005267	0.017877	0.062669	0.001348	0.001607	0.006000	0.000812	0.001010
Parking Lot	0.549952	0.037123	0.179649	0.119457	0.017229	0.005267	0.017877	0.062669	0.001348	0.001607	0.006000	0.000812	0.001010
Unrefrigerated Warehouse-No Rail	0.438542	0.037123	0.179649	0.119457	0.017229	0.033000	0.046000	0.123000	0.000000	0.000000	0.006000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	112.6769	112.6769	6.4000e-003	1.3200e-003	113.2316
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	118.5866	118.5866	6.7400e-003	1.3900e-003	119.1705
NaturalGas Mitigated	1.4700e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	14.5263	14.5263	2.8000e-004	2.7000e-004	14.6126
NaturalGas Unmitigated	2.0800e-003	0.0190	0.0159	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6283	20.6283	4.0000e-004	3.8000e-004	20.7508

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	20820	1.1000e-004	1.0200e-003	8.6000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1110	1.1110	2.0000e-005	2.0000e-005	1.1176
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	365739	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003	0.0000	19.5172	19.5172	3.7000e-004	3.6000e-004	19.6332
Total		**2.0800e-003**	**0.0190**	**0.0159**	**1.2000e-004**		**1.4400e-003**	**1.4400e-003**		**1.4400e-003**	**1.4400e-003**	**0.0000**	**20.6283**	**20.6283**	**3.9000e-004**	**3.8000e-004**	**20.7509**

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					
General Office Building	14574	8.0000e-005	7.1000e-004	6.0000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7777	0.7777	1.0000e-005	1.0000e-005	0.7824
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	257639	1.3900e-003	0.0126	0.0106	8.0000e-005		9.6000e-004	9.6000e-004		9.6000e-004	9.6000e-004	0.0000	13.7486	13.7486	2.6000e-004	2.5000e-004	13.8303
Total		**1.4700e-003**	**0.0133**	**0.0112**	**8.0000e-005**		**1.0100e-003**	**1.0100e-003**		**1.0100e-003**	**1.0100e-003**	**0.0000**	**14.5263**	**14.5263**	**2.7000e-004**	**2.6000e-004**	**14.6126**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	57120	13.2251	7.5000e-004	1.6000e-004	13.2902
Parking Lot	14469	3.3500	1.9000e-004	4.0000e-005	3.3665
Parking Lot	15400	3.5656	2.0000e-004	4.0000e-005	3.5831
Unrefrigerated Warehouse-No Rail	425194	98.4459	5.5900e-003	1.1600e-003	98.9306
Total		**118.5866**	**6.7300e-003**	**1.4000e-003**	**119.1704**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	51594	11.9457	6.8000e-004	1.4000e-004	12.0045
Parking Lot	14469	3.3500	1.9000e-004	4.0000e-005	3.3665
Parking Lot	15400	3.5656	2.0000e-004	4.0000e-005	3.5831
Unrefrigerated Warehouse-No Rail	405196	93.8156	5.3300e-003	1.1000e-003	94.2775
Total		**112.6769**	**6.4000e-003**	**1.3200e-003**	**113.2316**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	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	0.7224	4.0000e-005	4.3200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3800e-003	8.3800e-003	2.0000e-005	0.0000	8.9300e-003
Unmitigated	0.7661	4.0000e-005	4.3200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3800e-003	8.3800e-003	2.0000e-005	0.0000	8.9300e-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	0.0875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6782					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-004	4.0000e-005	4.3200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3800e-003	8.3800e-003	2.0000e-005	0.0000	8.9300e-003
Total	**0.7661**	**4.0000e-005**	**4.3200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.3800e-003**	**8.3800e-003**	**2.0000e-005**	**0.0000**	**8.9300e-003**

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	0.0437					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6782					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-004	4.0000e-005	4.3200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3800e-003	8.3800e-003	2.0000e-005	0.0000	8.9300e-003
Total	**0.7224**	**4.0000e-005**	**4.3200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.3800e-003**	**8.3800e-003**	**2.0000e-005**	**0.0000**	**8.9300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	115.4827	1.1199	0.0275	151.6833
Unmitigated	144.0612	1.3998	0.0344	189.3106

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.0664 / 0.653602	5.2346	0.0350	8.8000e-004	6.3719
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	41.6643 / 0	138.8267	1.3648	0.0335	182.9387
Total		**144.0612**	**1.3998**	**0.0344**	**189.3106**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.853122 / 0.613732	4.4213	0.0280	7.1000e-004	5.3324
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	33.3314 / 0	111.0613	1.0918	0.0268	146.3510
Total		**115.4827**	**1.1198**	**0.0275**	**151.6833**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	17.7556	1.0493	0.0000	43.9888
Unmitigated	35.5112	2.0987	0.0000	87.9776

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	5.58	1.1327	0.0669	0.0000	2.8062
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	169.36	34.3786	2.0317	0.0000	85.1714
Total		**35.5112**	**2.0987**	**0.0000**	**87.9776**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	2.79	0.5663	0.0335	0.0000	1.4031
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	84.68	17.1893	1.0159	0.0000	42.5857
Total		**17.7556**	**1.0493**	**0.0000**	**43.9888**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	2	8.00	260	89	0.20	Electrical

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0336	0.3066	0.3036	4.0000e-004		0.0218	0.0218		0.0200	0.0200	0.0000	34.9157	34.9157	0.0113	0.0000	35.1981
Total	**0.0336**	**0.3066**	**0.3036**	**4.0000e-004**		**0.0218**	**0.0218**		**0.0200**	**0.0200**	**0.0000**	**34.9157**	**34.9157**	**0.0113**	**0.0000**	**35.1981**

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