Appendix H

Greenhouse Gas Emissions Technical Memorandum

Michael Baker INTERNATIONAL

We Make a Difference

MEMORANDUM

To: Lockhart Solar PV II, LLC

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Date: September 22, 2021

Subject: Lockhart Solar PV II Project – Greenhouse Gas Emissions Technical Memorandum

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PURPOSE

The purpose of this memorandum is to evaluate potential greenhouse gas (GHG) impacts resulting from construction and operation of the Lockhart Solar PV II Project (Project), located in unincorporated Hinkley, California.

PROJECT LOCATION

The Project Site is located in unincorporated Hinkley, California, approximately 7 miles north of the intersection of Harper Lake Road and Mojave-Barstow Highway 58. The Project Site is bordered on the south by the existing Solar Energy Generating System (SEGS) VIII and IX Solar Thermal Power Plants, which the County of San Bernardino (County) approved for repowering to photovoltaic (PV) solar and battery storage in 2019 as part of the Lockhart Solar I Facility (CUP Project #201900125 approved in 2019); Harper Lake Road to the east; Hoffman Road to the west; and vacant land to the north.

EXISTING SITE CONDITIONS

The Project Site consists of area within three parcels, each of which contain vacant, previously disturbed land or miscellaneous concrete foundations, various electrical lines and poles, as well as existing facilities within the Shared Facilities Area. The Project is largely sited on land previously approved by the California Energy Commission (CEC) for development of SEGS X, a solar thermal power facility for which construction was initiated but was never completed. The Project Site has been subject to near complete surface disturbance associated with past agricultural use, grading during initial construction of the SEGS X facility, as well as construction of the shared facilities area for the existing SEGS VIII and IX Solar Thermal Power Plants. Approximately 600-acres were identified for the SEGS X power plant including land for associated facilities to be shared with the two adjacent solar thermal power plants (SEGS VIII and IX). Prior to work stoppage, several concrete foundations for the power block as well as concrete foundations for solar racking had been installed in the central and southwest portions of the Project Site.

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PROJECT DESCRIPTION

The Project includes the development of a utility scale, solar PV electricity generation and energy storage facility that would produce up to 150 megawatts (MW) of solar power and include up to 4 gigawatt hours (GWh) of energy storage capacity rate in a battery energy storage system (BESS). Development includes demolition of existing SEGS X concrete foundations (as needed) to allow for construction of Project facilities. Concrete from SEGS X foundations would be demolished and exported from the Project Site for proper disposal at a licensed landfill.

The Project is bordered on the south by the approved Lockhart Solar I Facility and the existing SEGS VIII and IX Solar Thermal Plants. The Project would share existing operations and maintenance (O&M) facilities with the Lockhart Solar I Facility (i.e., O&M building, warehouse and employee building), water and septic systems, switchyard and electrical transmission infrastructure, and a new collector substation (approved and to be constructed) within the Shared Facilities Area to connect the Project to the existing 13.8-mile transmission line which runs to the Southern California Edison (SCE)-owned Kramer Junction substation. The Shared Facility Area includes the already approved BESS for Lockhart Solar I (County permitted), BESS for SEGS IX (CEC permitted), and would include the BESS for the Project, as these facilities are integral to the collector substation. In addition, the already approved collector substation and the existing switchyard located within the Shared Facilities Area will be upgraded, as necessary, to connect the Project to the existing transmission line which runs to SCE-owned Kramer Junction substation. The Project is subject to conditional use permit (CUP) approval from the County.

Project construction is anticipated to be completed over a period of approximately 14 months. Project construction activities generally fall into three main categories: (1) site preparation, (2) system installation, and (3) testing, commissioning, and cleanup.

Typical O&M activities during Project operations include, but are not limited to, facility monitoring; administration and reporting; remote operations of inverters, BESS system and other equipment; site security and management; communication protocol; repair and maintenance of solar facilities, electrical transmission lines, and other Project facilities; and periodic panel washing.

At the end of the Project's operational term, the Applicant may determine that the Project Site should be decommissioned and deconstructed, or it may seek an extension of its CUP(s). The Applicant would work with the County to ensure decommissioning of the Project after its productive lifetime complies with all applicable local, State, and federal requirements and best management practices (BMPs). Equipment would be de-energized prior to removal, salvaged (where possible), placed in appropriate shipping containers, and secured in a truck transport trailer for shipment off site to be recycled or disposed of at an appropriately licensed disposal facility. Site infrastructure would be removed, including the fences and the concrete pads that may support the inverters, transformers, and related equipment. The exterior fencing and gates would be removed, and materials would be recycled to the extent feasible. Project roads would be restored to their pre-construction condition to the extent feasible, unless the landowner elects to retain the improved roads for access throughout the property. The area would be thoroughly cleaned, and all debris removed.

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting approximately 418 million metric tons of carbon dioxide equivalent ($MTCO_2e$) in 2019.[1] The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of April 2021, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 418 ppm.[2]

The Intergovernmental Panel on Climate Change (IPCC) identifies the following compounds as key anthropogenic GHGs: CO_2, N_2O, CH_4, HFCs (hydrofluorocarbons), PFCs (perfluorocarbons), and SF_6 (sulfur hexafluoride). The IPCC constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[3] concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

REGULATORY SETTING

Federal

To date, no national standards have been established for GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at an individual 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.

[1] California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2019,* https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf, accessed August 16, 2021.

[2] Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://scripps.ucsd.edu/programs/keelingcurve/, accessed May 6, 2021.

[3] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

- 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's (USEPA) 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 CAA and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the USEPA 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 Act and the USEPA's assessment of the scientific evidence that form the basis for the USEPA's regulatory actions.

Presidential Executive Order 13783. Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

Federal Vehicle Standards. In response to the U.S. Supreme Court ruling discussed above, Executive Order (EO) 13432 was issued in 2007 directing the USEPA, 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 National Highway Traffic Safety Administration (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 USEPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012 to 2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, USEPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model 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 (mpg) 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 to 2025 in a future rulemaking. On January 12, 2017, the USEPA finalized its decision to maintain the current GHG emissions standards for model years 2022 to 2025 cars and light trucks. It should be noted that the USEPA 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 USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014 to 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 USEPA, 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 USEPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 to 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.

State

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_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 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.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

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

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team (CAT), made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order B-30-15, Senate Bill 32, and Assembly Bill 197 (Statewide Interim GHG Targets). California EO B-30-15 (April 29, 2015) set an "interim" statewide emission target to reduce greenhouse emissions to 40 percent below 1990 levels by 2030, and directed state agencies with jurisdiction over greenhouse gas emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels. Specifically, the Executive Order directed CARB to update the Scoping Plan to express this 2030 target in metric tons. Assembly Bill 197 (AB 197) (September 8, 2016)

and Senate Bill 32 (SB 32) (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in EO B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

California Global Warming Solutions Act (Assembly Bill 32). The primary act that has driven GHG regulation and analysis in California include the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599), which instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

Senate Bill 350 (Clean Energy & Pollution Reduction Act). SB 350 was signed into law in September 2015 and establishes tiered increases to the Renewable Portfolio Standard (RPS). The bill requires 40 percent of the state's energy supply come from renewable sources by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also established a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Executive Order B-55-18 and Senate Bill 100 (100 Percent Clean Energy Act of 2018). In 2018, SB 100, known as the 100 Percent Clean Energy Act of 2018, declares that CARB should plan for 100 percent total retail sales of electricity in California come from eligible renewable energy resources and zero-carbon resources by the end of 2045. SB 100 also set interim goals, accelerating the RPS requirement to 50 percent from renewable energy sources by 2026 and 60 percent by 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. In addition to targets under AB 32 and SB32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency, CalEPA, the Department of Food and Agriculture, and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

Assembly Bill 341 (AB 341), Solid waste: diversion, makes a legislative declaration that it is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and would require the department, by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations. The bill would allow the department to provide the report required by the bill in conjunction with the annual progress report, if the combined report is submitted by January 1, 2014. Furthermore, AB 341 would require a business, defined to include a commercial or public entity, that generates more than 4 cubic yards of commercial solid waste per week or is a multifamily residential dwelling of 5 units or more to arrange for recycling services, on and after July 1, 2012.

CARB Scoping Plan. On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations.

CARB's Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 $MMTCO_2e$, or approximately 30 percent, from the State's projected 2020 emissions level of 596 $MMTCO_2e$ under a business-as-usual (BAU)[4] scenario. This is a reduction of 42 $MMTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction 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. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this the updated Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- *More Clean Cars and Trucks:* The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.

- *Increased Renewable Energy:* California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.

- *Slashing Super-Pollutants:* The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.

- *Cleaner Industry and Electricity:* California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The

[4] "Business-as-Usual" refers to emissions that would be expected to occur in the absence of GHG reductions. See http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.

- *Cleaner Fuels:* The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.

- *Smart Community Planning:* Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.

- *Improved Agriculture and Forests:* The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

Achieving the 2030 target under the updated Scoping Plan will also spur the transformation of the California economy and fix its course securely on achieving an 80 percent reduction in GHG emissions by 2050, consistent with the global consensus of the scale of reductions needed to stabilize atmospheric GHG concentrations at 450 ppm CO_2, and reduce the likelihood of catastrophic climate change. Table 1, *California State Climate Change Legislation*, provides a brief overview of other California legislation relating to climate change.

Table 1
California State Climate Change Legislation

Legislation	Description
Assembly Bill 1493 and Advanced Clean Cars Program	Assembly Bill 1493 ("the Pavley Standard") (Health and Safety Code Sections 42823 and 43018.5) aims to reduce GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009 to 2016. 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.
Low Carbon Fuel Standard	Executive Order S-01-07 (2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California. The regulation took effect in 2010 and is codified at Title 17, California Code of Regulations, Sections 95480–95490. The Low Carbon Fuel Standard will reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020.
Renewables Portfolio Standard (Senate Bill X1-2, Senate Bill 350, and Senate Bill 100)	California's Renewables Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33 percent standard is consistent with the RPS goal established in the Scoping Plan. The passage of Senate Bill 350 in 2015 updates the RPS to require the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. The bill will make other revisions to the RPS program and to certain other requirements on public utilities and publicly owned electric utilities. The passage of Senate Bill 100 in 2018 further requires achieving 60 percent renewable energy resources target by 2030, and 100 percent renewable energy resources target by 2045.
California Building Energy Efficiency Standards	In general, the California Building Energy Efficiency Standards require the design of building shells and building components to conserve energy. The California Energy Commission updates the Building Energy Efficiency Standards every three years by working with stakeholders in a public and transparent process. The 2019 Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code) took effect on January 1, 2019. The 2019 Building Energy Efficiency Standards are 7 percent more efficient than previous standards for residential construction and once rooftop solar electricity generation is factored in, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards.
California Green Building Standards	The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), 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, 2020.
Senate Bill 32 (Amendments to California Global Warming Solutions Act of 2006: Emission Limit)	Signed into law in September 2016, SB 32 codifies the 2030 target in the recent Executive Order B-30-15. The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* that provides guidance for compliance with SB 32.

*Senate Bill 375 is codified at Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01, as well as at Public Resources Code Sections 21061.3 and 21159.28 and Chapter 4.2.

CARB is currently working on another Scoping Plan update—the 2022 Scoping Plan Update, which will assess progress towards achieving SB 32's 2030 target and proscribe a path to achieve carbon neutrality by 2045.

Executive Order S-1-07. EO S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. The EO establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020. This order also directs the CARB to determine whether the Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

Executive Order S-14-08. EO S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, EO S-21-09 (2009) directs CARB to adopt regulations requiring that 33 percent of electricity sold in the state come from renewable energy by 2020.

Executive Order N-79-20. On September 23, 2020, Governor Newsom issued EO N-79-20, which sets a timeframe for the transition to zero-emission passenger vehicles and trucks in addition to off-road equipment. It directs CARB to develop and propose the following:

- Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in California towards the target of 100 percent of in-state sales by 2035.

- Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in California towards the target of 100 percent of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero-emission by 2035.

- Strategies, in cooperation with other State agencies, the USEPA, and local air districts, to achieve 100 percent zero emission from all off-road vehicles and equipment operations in California by 2035.

Regional

2020–2045 Southern California Association of Governments Regional Transpiration Plan/Sustainable Communities Strategy (RTP/SCS)

On September 3, 2020, the Regional Council of SCAG formally adopted *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020–2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled (VMT). Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions, which are regions that require the built environment and natural resource areas coexist in a well-balanced land use pattern that encourages mutual co-benefits.

Local

County of San Bernardino

San Bernardino County Policy Plan

The County adopted the County Policy Plan (policy plan) in October 2020. The policy plan provides an update of the County's General Plan addressing physical, social, and economic issues facing the unincorporated portions of the County. The policy plan also provides an expansion of the County's General Plan to address supportive services for adults and children, healthcare service, public safety, and other regional county services provided to both incorporated and unincorporated areas.

The County's abundant natural resources are integral to the quality of life, community identities, and economic success. Appropriately managed, they provide safe air and water for the people and the environment, improve the health of the residents and workers, attract visitors from around the world, and sustain the productivity of our local and national economies. Adequate regional landfill capacity that provides for the safe disposal of solid waste, and efficient waste diversion and collection for unincorporated areas. The Infrastructure and Utilities Element and Natural Resources Element of the policy plan contains the following goal and policies that are applicable to the Project:

Infrastructure and Utilities Element

Goal IU-4 Solid Waste: Adequate regional landfill capacity that provides for the safe disposal of solid waste, and efficient waste diversion and collection for unincorporated areas.

Policy IU-4.3 **Waste diversion**. We shall meet or exceed state waste diversion requirements, augment future landfill capacity, and reduce greenhouse gas emissions and use of natural resources through reduction, reuse, or recycling of solid waste.

Goal IU-5 Power and Communications: Unincorporated area residents and businesses have access to reliable power and communication systems.

Policy IU-5.5 **Energy and fuel facilities**. We encourage the development and upgrade of energy and regional fuel facilities in areas that do not pose significant environmental or public health and safety hazards, and in a manner that is compatible with military operations and local community identity.

Natural Resources Element

Goal NR-1 Air Quality: Air quality that promotes health and wellness of residents in San Bernardino County through improvements in locally-generated emissions.

Policy NR-1.1 **Land Use**. We promote compact and transit-oriented development countywide and regulate the types and locations of development in unincorporated areas to minimize vehicle miles traveled and greenhouse gas emissions.

Policy NR-1.7 **Greenhouse gas reduction targets**. We strive to meet the 2040 and 2050 greenhouse gas emission reduction targets in accordance with state law.

Policy NR-1.9 **Building design and upgrades.** We use the CalGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.

Renewable Energy and Conservation Element[5]

RE Goal 1: The County will pursue energy efficiency tools and conservation practices that optimize the benefits of renewable energy.

Policy RE-1.1 **Energy Conservation and Efficiency.** Continue implementing the energy conservation and efficiency measures identified in the County of San Bernardino Greenhouse Gas Emissions Reduction Plan.

RE Goal 4: The County will establish a new era of sustainable energy production and consumption in the context of sound resource conservation and renewable energy development practices that reduce greenhouse gases and dependency on fossil fuels.

Policy RE-4.1 **Development Standards.** Apply standards to the design, siting, and operation of all renewable energy facilities that protect the environment, including sensitive biological resources, air quality, water supply and quality, cultural, archaeological, paleontological and scenic resources.

RE Goal 6: County regulatory systems will ensure that renewable energy facilities are designed, sited, developed, operated and decommissioned in ways compatible with our communities, natural environment, and applicable environmental and cultural resource protection laws.

Policy RE-6.4 **State Renewable Energy Goal.** Support the Governor's initiative to obtain 50% of the energy consumed in the state through RE generation sources by 2040.

Policy RE-6.4.1 **Energy Conservation Policies and Strategies.** Continue to implement policies and strategies for energy conservation by the County in the Greenhouse Gas Emissions

[5] The Renewable Energy and Conservation Element was adopted in 2017 and amended in February 2019.

Reduction Plan, including capture and use of landfill gas, installation of renewable energy systems and use of alternative fuels

County of San Bernardino Greenhouse Gas Emissions Reduction Plan

To meet the intent of AB 32, San Bernardino County adopted the County's Greenhouse Gas Reduction Plan (GHGRP) in September 2011. The GHGRP helps the County to prioritize actions to reduce GHG emissions and serves as the roadmap for implementing communitywide programs and policies. However, the County's GHGRP does not align with the Statewide goals beyond 2020 and thus the GHGRP is not consistent with the criteria within CEQA Guidelines Section 15183.5 for the post-2020 period. Consequently, the County is currently working with the San Bernardino County Transportation Authority (SBCTA) to update the County's current GHGRP to address SB 32 and post-2020 GHG emission reductions. As the Project would be constructed and operational post-2020, the 2011 GHGRP was not utilized for consistency analysis.

San Bernardino County Regional Greenhouse Gas Reduction Plan

In response to SB 32, a project partnership, led by SBCTA, has complied an inventory of GHG emissions and developed reduction measures in the Regional Greenhouse Gas Reduction Plan (RGHGRP) that could be adopted by the partnership jurisdictions, including the County.[6] A final draft of the RGHGRP was made public in March 2021 and was formally adopted on September 21, 2021. The RGHGRP plan contains substantial evidence to support its recommendations for reducing GHG emissions within the region to achieve the GHG reduction goal set by SB 32. Therefore, the RGHGRP was utilized for project consistency analysis.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) THRESHOLDS

The environmental analysis in this memorandum is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended.[7] The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it causes one or more of the following to occur:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact GHG-1); and

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact GHG-2).

According to the Mojave Desert Air Quality Management District (MDAQMD)'s *CEQA and Federal Conformity Guidelines*, a project is significant if it triggers or exceeds the most appropriate evaluation criteria. MDAQMD would clarify upon request which threshold is most appropriate for a given project; in general, for GHG emissions, the MDAQMD significance emission threshold is 100,000 tons or 90,718.5 $MTCO_2e$ per year. A project identified as having significant impacts on GHG emissions by the MDAQMD

[6] San Bernardino County Regional Greenhouse Gas Reduction Plan. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/, accessed June 8, 2021.

[7] California Natural Resources Agency, *Final Adopted Text for Revisions to the CEQA Guidelines*, effective December 28, 2018, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf.

must incorporate mitigation sufficient to reduce its impact to a level that is not significant. A project that cannot be mitigated to a level that is not significant must incorporate all feasible mitigation.

IMPACT ANALYSIS

Impact GHG-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentration of GHG emissions. Therefore, impacts identified below are not project-specific impacts to global climate change, but the Project's contribution to this cumulative impact. As previously stated, the IPCC identifies the following compounds as key anthropogenic GHGs: CO_2, N_2O, CH_4, HFCs, PFCs, and SF_6. The Project would not utilize refrigerants, mobile air conditioning, or aerosol propellants; would not produce aluminum or manufacture semiconductors; would not produce magnesium; and would not manufacture liquid crystal displays. Therefore, the Project would not result in direct or indirect emissions of HFCs, PFCs, and SF_6. The Project would result in direct and indirect emissions of CO_2, N_2O, and CH_4. Direct GHG emissions include emissions from construction and decommissioning activities, and mobile sources, while indirect sources include emissions from energy consumption and water demand.[8] The California Emissions Estimator Model (CalEEMod), version 2016.3.2, was used to estimate direct and indirect Project-related GHG emissions. Table 2, *Estimated Project Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions of the Project. CalEEMod outputs are contained within Appendix A.

[8] According to EPA, Scope 1 GHG emissions are direct emissions from sources that are owned or controlled by the Agency, including on-site fossil fuel combustion and fleet fuel consumption. Scope 2 GHG emissions are indirect emissions from sources that are not owned or controlled by the Agency, including emissions that result from the generation of electricity, heat or steam purchased by the Agency from a utility provider.

Table 2
Estimated Project Greenhouse Gas Emissions

Source	Metric Tons CO_2e/year[3]
Estimated Construction Emissions[1]	
On- and Off-Road Equipment Emissions during Project Construction	3,622.71
Water Usage[2]	210.45
Estimated Construction Emissions	**3,833.16**
MDAQMD Threshold of Significance	**90,718.5**
Exceeds MDAQMD Threshold?	***No***
Estimated Decommissioning Emissions[1]	
On- and Off-Road Equipment Emissions during Project Decommissioning	3,622.71
Water Usage[2]	210.45
Estimated Decommissioning Emissions	**3,833.16**
MDAQMD Threshold of Significance	*90,718.5*
Exceeds MDAQMD Threshold?	***No***
Estimated Operational Emissions	
Mobile Emissions[4]	0.18
Water Usage[5]	3.95
Estimated Operational Emissions	**4.13**
MDAQMD Threshold of Significance	*90,718.5*
Exceeds MDAQMD Threshold?	***No***

Notes:
1. Refer to Appendix A of the *Lockhart Solar PV II Project – Greenhous*e Gas Emissions Technical Memorandum for calculations and assumptions.
2. -Construction and decommissioning water usage emissions are based on an anticipated usage of 240-acre feet (AF) during construction and 240 AF during decommissioning. As a conservative analysis, the emission factor for water demand is from Statewide average. The Project would use existing pumps to pump groundwater, therefore the emission factor would be lower than the Statewide average.
3.. Totals may be slightly off due to rounding.
4. Vehicle emissions during operation is calculated using CalEEMod Version 2016.3.2.
5. Operational water usage emissions are based on an average usage of 4.5 AF per year and calculated using CalEEMod Version 2016.3.2. As a conservative analysis, the emission factor for water demand is from Statewide average. The Project would use existing pumps to pump groundwater, therefore the emission factor would be lower than the Statewide average.

Direct Project-Related Source of Greenhouse Gases

Construction Emissions. As seen in Table 2, construction of the Project, including water usage during construction, would result in an estimated 3,833.16 $MTCO_2e$. As stated, Project construction is anticipated to be completed over a period of approximately 14 months. The Project involves construction activities associated with demolition, grading, and solar facility construction. GHG emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, number of construction personnel, and the amount of materials to be transported on- or off-site. CO_2 and CH_4 emissions associated with Project construction activities were estimated based on on-road and off-road equipment emissions factors from CalEEMod; refer Appendix A. The Project's GHG emissions from construction would be offset within the first 12 days of operation.

Operational Emissions. The Project would not use natural gas during operation and does not include landscaping. The Project would consume negligible amounts of electricity for auxiliary equipment, such as BESS HVAC units, communications equipment, and lighting. Therefore, area sources and energy emissions were not modeled for the Project, and the only GHG emission source during operation would be mobile sources.

County approved the Lockhart Solar I Facility (CUP Project #201900125) in 2019, which contemplated that existing SEGS operations staff to continue operation of the Lockhart Solar I Facility. Lockhart Solar I Facility operations staff would also support operations for the Project; therefore, no additional operations staff would be required. As such, the Project would generate minimal periodic operational vehicle trips internal to the Project Site for required maintenance activities. In addition, it was assumed that the Project would generate 40 trips per year associated with panel washing activities. Operational mobile source GHG emissions were calculated using CalEEMod and EMFAC2017 emission factors. Refer to Table 2, for the estimated mobile source emissions anticipated with operation and maintenance of the Project. The Project would result in an estimated 0.18 $MTCO_2e$ per year of mobile source GHG emissions.

Decommissioning Emissions. At the end of the Project's operational term, the Applicant may determine that the Project Site should be decommissioned and deconstructed, or it may seek an extension of its CUP(s). The Applicant will work with the County to ensure decommissioning of the Project after its productive lifetime complies with all applicable local, state, and federal requirements best management practices (BMPs). The Project would include BMPs to ensure the collection and recycling of modules and to avoid the potential for modules to be disposed of as municipal waste.

Equipment would be de-energized prior to removal, salvaged (where possible), placed in appropriate shipping containers, and secured in a truck transport trailer for shipment off site to be recycled or disposed of at an appropriately licensed disposal facility. Site infrastructure would be removed, including the fences and the concrete pads that may support the inverters, transformers, and related equipment. The exterior fencing and gates would be removed, and materials would be recycled to the extent feasible. Project roads would be restored to their pre-construction condition to the extent feasible unless the landowner elects to retain the improved roads for access throughout the property. The area would be thoroughly cleaned, and all debris removed. A collection and recycling program would be utilized to promote recycling of Project components and minimized disposal in landfills. Decommissioning is expected to take one year or less, using similar equipment and an equal or lower number of workers on a daily basis. As a worst-scenario analysis, it was assumed that GHG emissions related to decommissioning would be equal to the GHG emissions related to construction. This is a more conservative (higher) estimate due to GHG emissions from electricity and vehicles are likely to be much lower 30 years in the future due to the continued implementation of existing regulations, plans, and policies. As depicted in Table 2, decommissioning of the Project would result in an estimated direct emission of 3,833.16 $MTCO_2e$.

Indirect Project-Related Source of Greenhouse Gases

Water Demand. Emissions associated with water usage were estimated based on annual water consumption data provided by the Applicant and modeled in CalEEMod. The Project is anticipated to need approximately 240 acre-feet (AF) of water during construction, and an equal amount during decommissioning. The Project would use up to 4.5 AF water per year for panel washing during long-term operations.[9] Emissions from indirect energy impacts due to water usage during construction and during decommissioning would result in 210.45 $MTCO_2e$/year. Water supply to support Project operations would result in an estimated 3.95 $MTCO_2e$/year; refer to Table 2.

The Shared Facilities Area includes an existing reverse osmosis and demineralizing system (RODS) to purify the brackish groundwater before use at the existing SEGS VIII and IX facilities. The process requires highly efficient electric pumps to force the water through the membranes. Currently, the RODS operates

[9] Michael Baker International, *Lockhart Solar PV II Water Supply Assessment*, August 11, 2021.

continuously, on an as-needed basis, up to approximately 18 hours per day. The existing RODS (or similar system) will be used, as needed, to remove particles suspended in groundwater prior to Project solar panel cleaning, one to four times per year. This use is considered negligible and cannot be isolated separate from electricity consumption of the shared facilities. Therefore, GHG from this usage with implementation of the Project was not quantified and is expected to be negligible on an annual basis.

Displaced Emissions

The displaced emissions were calculated using emission factors from 2019 SCE Sustainability Report and specific yield based on met station data from an existing met station at the existing SEGS VIII and IX facility site. Based on SEGS met station information provided by the Applicant, the daily solar radiation at the Project Site for 150 MW solar PV with thin film and single-axis tracking is equivalent to approximately 8.75 kWh per square meter per day. Applying this to the likely solar PV technology to be used at the Project, the Project would generate approximately 465,700 MWh of electricity per year, which would potentially offset approximately 112,800 $MTCO_2e$ of GHG emissions that would otherwise have resulted from producing an equivalent amount of electricity from fossil fuel-fired electric generators. It is reasonable to assume that carbon-emitting sources of electricity would be replaced by renewable sources, such as the Project, given the State requirement that one hundred percent of retail sales of electricity to California end-use customers be carbon neutral by December 31, 2045. Even if, for the short term, non-renewable energy sources are required when energy demand spikes, the Project would still increase the supply of carbon-neutral electricity available to meet demand. Thus, over the anticipated approximately 30-year operational life of the Project, the Project would generate approximately 13,971,000 MWh of electricity and potentially displace fossil fuel emissions (assumed to be natural gas) production of up to approximately 3,384,000 $MTCO_2e$ of GHG emissions.[10]

Total Project-Related Sources of Greenhouse Gases

As shown in Table 2, the estimated total amount of Project-related GHG emissions would be 3,833 $MTCO_2e$ during construction or decommissioning, and 4 $MTCO_2e$ per year during operation of the Project, which is substantially below the MDAQMD threshold of 90,718.5 $MTCO_2e$ per year. Thus, the Project would result in a less than significant impact with regards to GHG emissions. Although the displaced emissions are not taken into account for the threshold of significance, it is important to note that the Project would generate clean renewable energy that would potentially displace approximately 112,800 $MTCO_2e$ in its first year of operation that would otherwise have resulted from producing an equivalent amount of electricity from a non-renewable energy source. This displacement of GHG emissions would occur every year that the Project is in operation, helping the State achieve its target of supplying only carbon-free electricity by 2045 and ringing new, lean, and reliable energy to the region and State. Therefore, in addition to resulting in less than cumulatively considerable impacts, the Project would be beneficial to reducing GHG emissions.

Mitigation Measures: No mitigation is required.

Impact GHG-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

[10] Estimated offset over 30 years does not account for the potential lower overall electricity emission factors in the future in part because the Project would contribute to meeting the overall lower electricity emission factors required by State law.

Less Than Significant Impact.

Consistency with Applicable GHG Plans, Policies, or Regulations

Since the County's adopted GHGRP is not consistent with the State's post-2020 GHG reduction goals, the GHGRP was not used in this analysis. The GHG plan consistency analysis for the Project is based off the Project's consistency with the RGHGRP, the County's Policy Plan, and CARB's 2017 Scoping Plan Update.

Consistency with the 2021 Regional GHG Reduction Plan

The *Regional GHG Reduction Plan* includes GHG inventories, and local GHG reduction strategies for each of the 25 Partnership jurisdictions including the unincorporated areas of San Bernardino County. This RGHGRP is not mandatory for the Partnership jurisdictions. Instead, it provides information that can be used by Partnership jurisdictions, if they choose so, to develop individual climate action plans (CAPs). The RGHGHRP describes the reductions that are possible if San Bernardino Council of Governments (SBCOG) and every Partnership jurisdiction were to adopt the reduction strategies as described in the document.

The RGHGRP demonstrates how Unincorporated San Bernardino could achieve its selected goal, "of reducing its community GHG emissions to a level that is 40% below its 2020 GHG emissions level by 2030".[11] The majority (approximately 80 percent) of unincorporated San Bernardino County's GHG reduction goal will be achieved through state efforts, such as the Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures to reduce GHG emissions in the on-road, solid waste and building energy sectors in 2030. According to the RGHGRP, the remaining 20 percent need to meet its goal could be achieved "primarily through the following local measures, in order of reductions achieved: Solar Installation for Existing Commercial/Industrial (Energy-8); Waste Diversion and Reduction (Waste-2); Solar Installation for Existing Housing (Energy-7)."[12] As shown on Table 3-75 of the RGHGRP[13], the County has proposed to adopt ten GHG reduction measures, including increasing the energy efficiency of and solar installation upon new and existing buildings, Transportation Demand Management and Synchronization, expanded bike lanes, waste diversion and reduction, water efficient landscaping, and other measures. It should be noted that the County has not adopted its jurisdictional plan.

Of the 10 GHG reduction measures proposed, the following two apply to the County directly and not project owners or occupants: OnRoad-3 encouraging signal synchronization and OnRoad-4 encouraging bike lanes; thus, these measures are not applicable to the Project. The following six measures do not apply to the Project because they are directed towards sources the Project would not include: Energy-1 improving the energy efficiency of new buildings, Energy-7 encouraging solar installation for existing housing, Energy-8 encouraging solar installation for existing commercial and industrial, Energy-10 encouraging urban tree planting for shading and energy savings, Offroad-2 directed at heavy duty diesel truck idling, and PS-1 proposing a GHG performance standard for new development. The Project is designed to be consistent with GHG reduction measure Water-3, encouraging water-efficient landscaping

[11] San Bernardino Council of Governments. 2021. Page 3-228. Available at https://www.gosbcta.com/wp-content/uploads/2019/09/San_Bernardino_Regional_GHG_Reduction_Plan_Main_Text_Mar_2021.pdf. Accessed September 19, 2021.
[12] Ibid.
[13] San Bernardino Council of Governments. 2021. Pages 3-232 and 3-233. Available at https://www.gosbcta.com/wp-content/uploads/2019/09/San_Bernardino_Regional_GHG_Reduction_Plan_Main_Text_Mar_2021.pdf. Accessed September 19, 2021.

practices, and would be operated consistent with Waste-2 encouraging increased waste diversion and reduction if adopted and as applicable.

Assuming the County is successful in adopting its plan substantively as written, the above discussion demonstrates that the Project would be consistent with the applicable portions of the jurisdictional GHG reduction measures contained in the RGHGRP, and impacts would be less than significant.

Consistency with the San Bernardino County Policy Plan

As previously discussed, the San Bernardino Policy Plan includes goals and policies that all new projects are required to comply with, as applicable. Project consistency with the policy plan goals and policies is discussed in Table 3, *Consistency with the County's Policy Plan*. As depicted in Table 3, the Project would be consistent with the policy plan and potential impacts would be less than significant.

Table 3
Consistency with the County's Policy Plan

San Bernardino County Policy Plan Goal and Policy	Project Consistency
Policy IU-4.3: Waste diversion. We shall meet or exceed state waste diversion requirements, augment future landfill capacity, and reduce greenhouse gas emissions and use of natural resources through reduction, reuse, or recycling of solid waste.	**Consistent.** The Project is a solar generation and energy storage facility, which would generate limited amount of solid waste during Project operations. The Project would be required to comply with State waste diversion requirements. As such, the Project would be consistent with this policy.
Policy IU-5.5: Energy and Fuel Facilities. We encourage the development and upgrade of energy and regional fuel facilities in areas that do not pose significant environmental or public health and safety hazards, and in a manner that is compatible with military operations and local community identity.	**Consistent.** The Project is a solar generation and energy storage facility and would not create additional significant environmental or public health and safety hazards as it would displace fossil fuel energy production. Clean energy would be produced as a result of the Project. Therefore, the Project would not conflict with this policy.
Policy NR-1.1: Land Use. We promote compact and transit-oriented development countywide and regulate the types and locations of development in unincorporated areas to minimize vehicle miles traveled and greenhouse gas emissions.	**Consistent.** The Project would generate minimal vehicle miles traveled and associated GHG emissions. Therefore, the Project would not conflict with this policy. Existing SEGS operations staff would continue operation of the Project and thus would not increase employee VMT.
Policy NR-1.7: Greenhouse gas reduction targets. We strive to meet the 2040 and 2050 greenhouse gas emission reduction targets in accordance with state law.	**Consistent.** The Project would indirectly reduce GHG emissions overall and is consistent with state goals and requirements to replace non-carbon neutral electricity source with carbon-neutral electricity sources. Therefore, the Project would be consistent with this policy.
Policy NR-1.9: Building design and upgrades. We use the CalGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.	**Consistent.** No new buildings are proposed as part of Project facilities. The Project would be required to comply with the latest CALGreen Code and Title 24 Standards, as applicable. Therefore, the Project would not conflict with this policy.
Policy RE 6.4: State Renewable Energy Goal. Support the governor's initiative to obtain 50% of the energy consumed in the state through RE generation sources by 2040.	**Consistent.** The Project is a solar renewable energy facility that will produce clean energy through solar PV technology and not through the use of fossil fuel combustion electricity production. This would increase the amount of renewable energy produced within the State and would not conflict with this policy.
Policy RE 6.4.1: Energy Conservation Policies and Strategies. Continue to implement policies and strategies for energy conservation by the County in the Greenhouse Gas Emissions Reduction Plan, including capture and use of landfill gas, installation of renewable energy systems and use of alternative fuels.	**Consistent.** In addition to the policy above, the Project would implement energy storage systems to prevent the loss of energy production when demand is low and continue to provide energy during nighttime hours. Therefore, the Project would not conflict with this policy.
Source: San Bernardino Policy Plan, October 2020.	

Consistency with the 2017 CARB Scoping Plan

The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (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 measures or similar actions to reduce

GHG emissions will be adopted as required to achieve statewide GHG emissions targets. Provided in Table 4, *Consistency with the 2017 Scoping Plan*, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the Project would be consistent with or exceed reduction actions/strategies outlined in the 2017 Scoping Plan. Therefore, the Project would be consistent with the 2017 CARB Scoping Plan and potential impacts would be less than significant in this regard.

Table 4
Consistency with the 2017 Scoping Plan

Actions and Strategies	Project Consistency Analysis
SB 350	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	**No Conflict.** The Project includes the construction and operation of a renewable energy generation and storage facility. Therefore, the Project would help the State achieve the Renewables Portfolio Standard (RPS) goals. As such, the Project would be consistent with SB 350 (and SB 100).
Low Carbon Fuel Standard (LCFS)	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	**No Conflict.** This standard applies to all vehicle fuels sold in California including that could be used in vehicles associated with the Project. The Project would not impede this goal.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	**No Conflict.** The Project may include occasional light- and heavy-duty truck uses for operations and maintenance activities. Trucks uses associated with the Project would be required to comply with all CARB regulations, including the LCFS and newer engine standards. The Project would not conflict with the CARB's goal of adding 4.2 million zero-emission (ZEVs) on the road. As such, the Project would not conflict with the goals of the Mobile Source Strategy.
Sustainable Freight Action Plan	
Improve the freight system efficiency and maximize the use of near zero emission vehicles and equipment powered by renewable energy. Deploy over 100,000 zero-emission trucks and equipment by 2030.	**No Conflict.** As described above, occasional truck uses associated with the Project would be required to comply with all CARB regulations, including the LCFS and newer engine standards. Additionally, the Project would comply with all future applicable regulatory standards adopted by CARB and would not conflict with CARB's goal to deploy over 100,000 zero-emission trucks and equipment by 2030.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy	
Reduce the GHG emissions of methane and hydrofluorocarbons by 40 percent below the 2013 levels by 2030. Furthermore, reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.	**No Conflict.** The Project would not emit a large amount of CH_4 (methane) emissions; refer to Table 2. Furthermore, the Project would comply with all applicable CARB and MDAQMD hydrofluorocarbon regulations. As such, the Project would not conflict with the SLCP reduction strategy.
Post-2020 Cap and Trade Programs	
The Cap-and-Trade Program will reduce greenhouse gas (GHG) emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals.	**Not Applicable.** As seen in Table 2, the Project is estimated to generate approximately 259.67 $MTCO_2e$ per year, which is below the 25,000 $MTCO_2e$/yr Cap-and-Trade screening level. Therefore, this goal is not applicable to the Project.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the Project is consistent with applicable plans, policies, regulations and GHG reduction actions/strategies, such as those outlined in the policy plan, 2017 Scoping Plan Update, including State laws listed on Table 4 above. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Thus, the Project would not make a cumulatively considerable contribution to significant cumulative climate change impacts.

Mitigation Measures: No mitigation is required.

REFERENCES

Documents

1. California Building Standards Commission, *2019 California Building Standards Code*, July 1, 2019.

2. California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2019,* https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf, accessed August 16, 2021.

3. California Air Resources Board, *2017 Scoping Plan*, November 2017.

4. County of San Bernardino Greenhouse Gas Emissions Reduction Plan, September 2011.

5. Michael Baker International, *Lockhart Solar PV II Water Supply Assessment*, August 11, 2021.

6. Southern California Edison, *Edison International Sustainability Report 2019*, May 2020.

7. San Bernardino County Countywide Policy Plan, October 2020.

8. San Bernardino County Regional Greenhouse Gas Reduction Plan. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/, accessed June 8, 2021.

9. Scripps Institution of Oceanography, Carbon Dioxide Concentration at Mauna Loa Observatory, https://scripps.ucsd.edu/programs/keelingcurve/, accessed May 6, 2020.

10. Southern California Association of Governments, *2020-2040 Regional Transportation Plan/Sustainable Communities Strategy - Connect SoCal*, September 3, 2020.

11. U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed June 8, 2021.

Websites / Programs

1. Google Earth, 2021.

2. South Coast Air Quality Management District, California Emissions Estimator Model (CalEEMod), version 2016.3.2.

Appendix A
Greenhouse Gas Emissions Data

Lockhart Construction_only unmitigated

Mojave Desert AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	61.44	1000sqft	1.41	61,440.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	30
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - per 2019 SCE Sustainablity Report

Land Use - Per AVEP ESS data, the 375 MW-ac project took up 153600 sqf of floor surface

Construction Phase - per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Trips and VMT - per AQ questionnaire

Demolition - per AQ questionnaire

Grading - per AQ Questionnaire

Area Coating - Rule 1113

Energy Use -

Water And Wastewater - During 14-month construction, it will use 240 acre-feet.
240/14*12=206=67032206 gallons/year

Construction Off-road Equipment Mitigation - Rule 403

Energy Mitigation - Title 24, 2019 is 30% more efficient than 2016.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	50
tblAreaCoating	Area_EF_Residential_Exterior	250	50
tblAreaCoating	Area_EF_Residential_Interior	250	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	200.00	304.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	4.00	65.00
tblGrading	MaterialExported	0.00	20,000.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	17.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblWater	IndoorWaterUseRate	14,208,000.00	0.00
tblWater	OutdoorWaterUseRate	0.00	67,032,206.00

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					
2022	1.7465	17.8980	17.5766	0.0334	0.4258	0.8673	1.2931	0.1559	0.7985	0.9544	0.0000	2,949.5943	2,949.5943	0.8636	0.0000	2,971.1832
2023	0.3867	3.8882	4.2444	7.2600e-003	0.0126	0.1907	0.2033	3.3800e-003	0.1755	0.1789	0.0000	638.4177	638.4177	0.2020	0.0000	643.4678
Maximum	**1.7465**	**17.8980**	**17.5766**	**0.0334**	**0.4258**	**0.8673**	**1.2931**	**0.1559**	**0.7985**	**0.9544**	**0.0000**	**2,949.5943**	**2,949.5943**	**0.8636**	**0.0000**	**2,971.1832**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	1.7465	17.8979	17.5766	0.0334	0.2364	0.8673	1.1037	0.0791	0.7985	0.8776	0.0000	2,949.5911	2,949.5911	0.8636	0.0000	2,971.1800
2023	0.3867	3.8882	4.2444	7.2600e-003	0.0126	0.1907	0.2033	3.3800e-003	0.1755	0.1789	0.0000	638.4170	638.4170	0.2020	0.0000	643.4670
Maximum	**1.7465**	**17.8979**	**17.5766**	**0.0334**	**0.2364**	**0.8673**	**1.1037**	**0.0791**	**0.7985**	**0.8776**	**0.0000**	**2,949.5911**	**2,949.5911**	**0.8636**	**0.0000**	**2,971.1800**

	ROG	NOx	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**	**43.20**	**0.00**	**12.65**	**48.22**	**0.00**	**6.78**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**2-1-2022**	**4-30-2022**	5.5613	5.5613
2	**5-1-2022**	**7-31-2022**	6.1837	6.1837
3	**8-1-2022**	**10-31-2022**	4.7044	4.7044
4	**11-1-2022**	**1-31-2023**	4.5752	4.5752
5	**2-1-2023**	**4-30-2023**	2.7715	2.7715
		Highest	6.1837	6.1837

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	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Energy	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	257.5753	257.5753	2.0400e-003	1.9500e-003	258.2083
Mobile	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Waste						0.0000	0.0000		0.0000	0.0000	15.4659	0.0000	15.4659	0.9140	0.0000	38.3161
Water						0.0000	0.0000		0.0000	0.0000	0.0000	180.3867	180.3867	0.0000	0.0000	180.3867
Total	**0.3807**	**0.9891**	**1.5015**	**7.2100e-003**	**0.4778**	**0.0110**	**0.4888**	**0.1280**	**0.0108**	**0.1388**	**15.4659**	**1,052.6029**	**1,068.0688**	**0.9502**	**1.9500e-003**	**1,092.4059**

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	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Energy	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	232.6451	232.6451	1.7500e-003	1.6800e-003	233.1884
Mobile	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Waste						0.0000	0.0000		0.0000	0.0000	15.4659	0.0000	15.4659	0.9140	0.0000	38.3161
Water						0.0000	0.0000		0.0000	0.0000	0.0000	180.3867	180.3867	0.0000	0.0000	180.3867
Total	**0.3792**	**0.9752**	**1.4898**	**7.1200e-003**	**0.4778**	**9.9500e-003**	**0.4877**	**0.1280**	**9.7200e-003**	**0.1378**	**15.4659**	**1,027.6728**	**1,043.1386**	**0.9499**	**1.6800e-003**	**1,067.3860**

	ROG	NOx	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	**0.40**	**1.40**	**0.78**	**1.25**	**0.00**	**9.63**	**0.22**	**0.00**	**9.83**	**0.76**	**0.00**	**2.37**	**2.33**	**0.03**	**13.85**	**2.29**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/1/2022	3/28/2022	5	40	
2	Building Construction	Building Construction	2/1/2022	3/31/2023	5	304	
3	Grading	Grading	5/2/2022	7/29/2022	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 65

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	4	8.00	158	0.38
Demolition	Off-Highway Trucks	5	8.00	402	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Rubber Tired Loaders	2	8.00	203	0.36
Demolition	Skid Steer Loaders	3	8.00	65	0.37
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	0	0.00	187	0.41
Grading	Graders	2	8.00	187	0.41
Grading	Off-Highway Trucks	1	8.00	402	0.38
Grading	Other Material Handling Equipment	1	8.00	168	0.40
Grading	Rollers	1	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Skid Steer Loaders	1	8.00	65	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29

Building Construction	Excavators	4	8.00	158	0.38
Building Construction	Forklifts	0	0.00	89	0.20
Building Construction	Generator Sets	0	0.00	84	0.74
Building Construction	Graders	1	8.00	187	0.41
Building Construction	Off-Highway Tractors	1	8.00	124	0.44
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Rough Terrain Forklifts	12	8.00	100	0.40
Building Construction	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	17	8.00	97	0.37
Building Construction	Trenchers	10	8.00	78	0.50
Building Construction	Welders	0	0.00	46	0.45

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	16	40.00	0.00	632.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	2,500.00	16.80	6.60	50.00	LD_Mix	HDT_Mix	HHDT
Building Construction	50	26.00	10.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0692	0.0000	0.0692	0.0105	0.0000	0.0105	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1016	0.8408	0.9007	2.3700e-003		0.0342	0.0342		0.0320	0.0320	0.0000	208.0117	208.0117	0.0613	0.0000	209.5435
Total	**0.1016**	**0.8408**	**0.9007**	**2.3700e-003**	**0.0692**	**0.0342**	**0.1034**	**0.0105**	**0.0320**	**0.0425**	**0.0000**	**208.0117**	**208.0117**	**0.0613**	**0.0000**	**209.5435**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0605	7.7300e-003	2.5000e-004	5.4600e-003	1.3000e-004	5.5900e-003	1.5000e-003	1.2000e-004	1.6200e-003	0.0000	23.4276	23.4276	1.3800e-003	0.0000	23.4622
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	4.0600e-003	3.2300e-003	0.0297	9.0000e-005	0.0100	6.0000e-005	0.0101	2.6700e-003	5.0000e-005	2.7200e-003	0.0000	7.8374	7.8374	2.2000e-004	0.0000	7.8429
Total	**5.5000e-003**	**0.0637**	**0.0374**	**3.4000e-004**	**0.0155**	**1.9000e-004**	**0.0157**	**4.1700e-003**	**1.7000e-004**	**4.3400e-003**	**0.0000**	**31.2649**	**31.2649**	**1.6000e-003**	**0.0000**	**31.3050**

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0256	0.0000	0.0256	3.8800e-003	0.0000	3.8800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1016	0.8408	0.9007	2.3700e-003		0.0342	0.0342		0.0320	0.0320	0.0000	208.0115	208.0115	0.0613	0.0000	209.5432
Total	**0.1016**	**0.8408**	**0.9007**	**2.3700e-003**	**0.0256**	**0.0342**	**0.0598**	**3.8800e-003**	**0.0320**	**0.0359**	**0.0000**	**208.0115**	**208.0115**	**0.0613**	**0.0000**	**209.5432**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0605	7.7300e-003	2.5000e-004	5.4600e-003	1.3000e-004	5.5900e-003	1.5000e-003	1.2000e-004	1.6200e-003	0.0000	23.4276	23.4276	1.3800e-003	0.0000	23.4622
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	4.0600e-003	3.2300e-003	0.0297	9.0000e-005	0.0100	6.0000e-005	0.0101	2.6700e-003	5.0000e-005	2.7200e-003	0.0000	7.8374	7.8374	2.2000e-004	0.0000	7.8429
Total	**5.5000e-003**	**0.0637**	**0.0374**	**3.4000e-004**	**0.0155**	**1.9000e-004**	**0.0157**	**4.1700e-003**	**1.7000e-004**	**4.3400e-003**	**0.0000**	**31.2649**	**31.2649**	**1.6000e-003**	**0.0000**	**31.3050**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5063	15.4687	15.6411	0.0260		0.7882	0.7882		0.7251	0.7251	0.0000	2,287.1351	2,287.1351	0.7397	0.0000	2,305.6277
Total	**1.5063**	**15.4687**	**15.6411**	**0.0260**		**0.7882**	**0.7882**		**0.7251**	**0.7251**	**0.0000**	**2,287.1351**	**2,287.1351**	**0.7397**	**0.0000**	**2,305.6277**

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	3.1700e-003	0.1033	0.0235	3.2000e-004	7.2200e-003	1.3000e-004	7.3600e-003	2.0900e-003	1.3000e-004	2.2100e-003	0.0000	30.7322	30.7322	2.6900e-003	0.0000	30.7995
Worker	0.0158	0.0126	0.1153	3.4000e-004	0.0390	2.2000e-004	0.0392	0.0104	2.1000e-004	0.0106	0.0000	30.4383	30.4383	8.6000e-004	0.0000	30.4597
Total	**0.0189**	**0.1159**	**0.1388**	**6.6000e-004**	**0.0462**	**3.5000e-004**	**0.0466**	**0.0124**	**3.4000e-004**	**0.0128**	**0.0000**	**61.1705**	**61.1705**	**3.5500e-003**	**0.0000**	**61.2593**

3.3 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5063	15.4686	15.6411	0.0260		0.7882	0.7882		0.7251	0.7251	0.0000	2,287.1323	2,287.1323	0.7397	0.0000	2,305.6250
Total	**1.5063**	**15.4686**	**15.6411**	**0.0260**		**0.7882**	**0.7882**		**0.7251**	**0.7251**	**0.0000**	**2,287.1323**	**2,287.1323**	**0.7397**	**0.0000**	**2,305.6250**

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	3.1700e-003	0.1033	0.0235	3.2000e-004	7.2200e-003	1.3000e-004	7.3600e-003	2.0900e-003	1.3000e-004	2.2100e-003	0.0000	30.7322	30.7322	2.6900e-003	0.0000	30.7995
Worker	0.0158	0.0126	0.1153	3.4000e-004	0.0390	2.2000e-004	0.0392	0.0104	2.1000e-004	0.0106	0.0000	30.4383	30.4383	8.6000e-004	0.0000	30.4597
Total	**0.0189**	**0.1159**	**0.1388**	**6.6000e-004**	**0.0462**	**3.5000e-004**	**0.0466**	**0.0124**	**3.4000e-004**	**0.0128**	**0.0000**	**61.1705**	**61.1705**	**3.5500e-003**	**0.0000**	**61.2593**

3.3 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3820	3.8634	4.2105	7.0800e-003		0.1907	0.1907		0.1754	0.1754	0.0000	622.3035	622.3035	0.2013	0.0000	627.3351
Total	**0.3820**	**3.8634**	**4.2105**	**7.0800e-003**		**0.1907**	**0.1907**		**0.1754**	**0.1754**	**0.0000**	**622.3035**	**622.3035**	**0.2013**	**0.0000**	**627.3351**

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	6.9000e-004	0.0217	5.4600e-003	9.0000e-005	1.9600e-003	2.0000e-005	1.9800e-003	5.7000e-004	2.0000e-005	5.8000e-004	0.0000	8.1475	8.1475	5.3000e-004	0.0000	8.1608
Worker	4.0100e-003	3.0600e-003	0.0285	9.0000e-005	0.0106	6.0000e-005	0.0107	2.8100e-003	5.0000e-005	2.8700e-003	0.0000	7.9667	7.9667	2.1000e-004	0.0000	7.9719
Total	**4.7000e-003**	**0.0248**	**0.0339**	**1.8000e-004**	**0.0126**	**8.0000e-005**	**0.0126**	**3.3800e-003**	**7.0000e-005**	**3.4500e-003**	**0.0000**	**16.1142**	**16.1142**	**7.4000e-004**	**0.0000**	**16.1327**

3.3 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3820	3.8634	4.2104	7.0800e-003		0.1907	0.1907		0.1754	0.1754	0.0000	622.3028	622.3028	0.2013	0.0000	627.3344
Total	**0.3820**	**3.8634**	**4.2104**	**7.0800e-003**		**0.1907**	**0.1907**		**0.1754**	**0.1754**	**0.0000**	**622.3028**	**622.3028**	**0.2013**	**0.0000**	**627.3344**

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	6.9000e-004	0.0217	5.4600e-003	9.0000e-005	1.9600e-003	2.0000e-005	1.9800e-003	5.7000e-004	2.0000e-005	5.8000e-004	0.0000	8.1475	8.1475	5.3000e-004	0.0000	8.1608
Worker	4.0100e-003	3.0600e-003	0.0285	9.0000e-005	0.0106	6.0000e-005	0.0107	2.8100e-003	5.0000e-005	2.8700e-003	0.0000	7.9667	7.9667	2.1000e-004	0.0000	7.9719
Total	**4.7000e-003**	**0.0248**	**0.0339**	**1.8000e-004**	**0.0126**	**8.0000e-005**	**0.0126**	**3.3800e-003**	**7.0000e-005**	**3.4500e-003**	**0.0000**	**16.1142**	**16.1142**	**7.4000e-004**	**0.0000**	**16.1327**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2316	0.0000	0.2316	0.1115	0.0000	0.1115	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1009	1.0327	0.7770	1.8100e-003		0.0431	0.0431		0.0396	0.0396	0.0000	159.2929	159.2929	0.0515	0.0000	160.5809
Total	**0.1009**	**1.0327**	**0.7770**	**1.8100e-003**	**0.2316**	**0.0431**	**0.2747**	**0.1115**	**0.0396**	**0.1512**	**0.0000**	**159.2929**	**159.2929**	**0.0515**	**0.0000**	**160.5809**

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	9.4600e-003	0.3732	0.0539	2.0500e-003	0.0539	1.2500e-003	0.0552	0.0148	1.1900e-003	0.0160	0.0000	195.3962	195.3962	5.7000e-003	0.0000	195.5387
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	3.7900e-003	3.0200e-003	0.0277	8.0000e-005	9.3800e-003	5.0000e-005	9.4300e-003	2.4900e-003	5.0000e-005	2.5400e-003	0.0000	7.3230	7.3230	2.1000e-004	0.0000	7.3282
Total	**0.0133**	**0.3763**	**0.0816**	**2.1300e-003**	**0.0633**	**1.3000e-003**	**0.0646**	**0.0173**	**1.2400e-003**	**0.0186**	**0.0000**	**202.7192**	**202.7192**	**5.9100e-003**	**0.0000**	**202.8668**

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0858	0.0000	0.0858	0.0413	0.0000	0.0413	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1009	1.0327	0.7770	1.8100e-003		0.0431	0.0431		0.0396	0.0396	0.0000	159.2927	159.2927	0.0515	0.0000	160.5807
Total	**0.1009**	**1.0327**	**0.7770**	**1.8100e-003**	**0.0858**	**0.0431**	**0.1289**	**0.0413**	**0.0396**	**0.0810**	**0.0000**	**159.2927**	**159.2927**	**0.0515**	**0.0000**	**160.5807**

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	9.4600e-003	0.3732	0.0539	2.0500e-003	0.0539	1.2500e-003	0.0552	0.0148	1.1900e-003	0.0160	0.0000	195.3962	195.3962	5.7000e-003	0.0000	195.5387
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	3.7900e-003	3.0200e-003	0.0277	8.0000e-005	9.3800e-003	5.0000e-005	9.4300e-003	2.4900e-003	5.0000e-005	2.5400e-003	0.0000	7.3230	7.3230	2.1000e-004	0.0000	7.3282
Total	**0.0133**	**0.3763**	**0.0816**	**2.1300e-003**	**0.0633**	**1.3000e-003**	**0.0646**	**0.0173**	**1.2400e-003**	**0.0186**	**0.0000**	**202.7192**	**202.7192**	**5.9100e-003**	**0.0000**	**202.8668**

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	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Unmitigated	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	428.24	81.10	41.78	1,249,591	1,249,591
Total	428.24	81.10	41.78	1,249,591	1,249,591

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 Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.545462	0.034783	0.175214	0.104547	0.016326	0.005139	0.008963	0.095912	0.001419	0.002092	0.008487	0.000707	0.000948

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	141.2292	141.2292	0.0000	0.0000	141.2292
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	151.0512	151.0512	0.0000	0.0000	151.0512
NaturalGas Mitigated	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592
NaturalGas Unmitigated	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571

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 Light Industry	1.99619e+006	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571
Total		**0.0108**	**0.0979**	**0.0822**	**5.9000e-004**		**7.4400e-003**	**7.4400e-003**		**7.4400e-003**	**7.4400e-003**	**0.0000**	**106.5241**	**106.5241**	**2.0400e-003**	**1.9500e-003**	**107.1571**

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 Light Industry	1.71307e+006	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592
Total		**9.2400e-003**	**0.0840**	**0.0705**	**5.0000e-004**		**6.3800e-003**	**6.3800e-003**		**6.3800e-003**	**6.3800e-003**	**0.0000**	**91.4159**	**91.4159**	**1.7500e-003**	**1.6800e-003**	**91.9592**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	623616	151.0512	0.0000	0.0000	151.0512
Total		**151.0512**	**0.0000**	**0.0000**	**151.0512**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	583066	141.2292	0.0000	0.0000	141.2292
Total		**141.2292**	**0.0000**	**0.0000**	**141.2292**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	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	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Unmitigated	0.2542	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-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	0.0142					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2400					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Total	**0.2542**	**1.0000e-005**	**5.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-003**	**1.1000e-003**	**0.0000**	**0.0000**	**1.1700e-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	0.0142					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2400					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Total	**0.2542**	**1.0000e-005**	**5.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-003**	**1.1000e-003**	**0.0000**	**0.0000**	**1.1700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	180.3867	0.0000	0.0000	180.3867
Unmitigated	180.3867	0.0000	0.0000	180.3867

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 67.0322	180.3867	0.0000	0.0000	180.3867
Total		**180.3867**	**0.0000**	**0.0000**	**180.3867**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 67.0322	180.3867	0.0000	0.0000	180.3867
Total		**180.3867**	**0.0000**	**0.0000**	**180.3867**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.4659	0.9140	0.0000	38.3161
Unmitigated	15.4659	0.9140	0.0000	38.3161

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	76.19	15.4659	0.9140	0.0000	38.3161
Total		**15.4659**	**0.9140**	**0.0000**	**38.3161**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	76.19	15.4659	0.9140	0.0000	38.3161
Total		**15.4659**	**0.9140**	**0.0000**	**38.3161**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Lockhart Solar II Construction_Only Run_6

Mojave Desert AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	61.44	1000sqft	1.41	61,440.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	30
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Per SCE 2019 Sustinablity Report

Land Use - Per AVEP ESS data, the 375 MW-ac project took up 153600 sqf of floor surface

Construction Phase - per AQ Questionnaire

Off-road Equipment - Per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Off-road Equipment - per AQ Questionnaire

Grading - Per AQ Questionnaire

Demolition - Per AQ Questionnaire

Trips and VMT - per AQ Questionnaire

Energy Use -

Water And Wastewater - During 14-month construction, there would be 240 acre-feet(af) water usage.
240/14*12=206=67032206

Construction Off-road Equipment Mitigation - Rule 403

Energy Mitigation - Title 24, 2019 is 30% more efficient than 2016.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	200.00	304.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	4.00	65.00

tblConstructionPhase	PhaseEndDate	1/31/2022	3/31/2023
tblConstructionPhase	PhaseEndDate	1/31/2022	3/28/2022
tblConstructionPhase	PhaseEndDate	1/31/2022	7/29/2022
tblConstructionPhase	PhaseStartDate	2/1/2022	5/2/2022
tblGrading	MaterialExported	0.00	20,000.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	LoadFactor	0.37	0.37
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tblOffRoadEquipment	OffRoadEquipmentType		Crushing/Proc. Equipment
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tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders

tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Other Material Handling Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
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tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Dozers
tblOffRoadEquipment	OffRoadEquipmentType		Scrapers
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tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblWater	IndoorWaterUseRate	14,208,000.00	0.00
tblWater	OutdoorWaterUseRate	0.00	67,032,206.00

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					
2022	1.7500	17.9318	17.6187	0.0334	0.4258	0.8691	1.2949	0.1559	0.8002	0.9561	0.0000	2,955.9811	2,955.9811	0.8656	0.0000	2,977.6216
2023	0.3876	3.8967	4.2553	7.2800e-003	0.0126	0.1912	0.2038	3.3800e-003	0.1759	0.1793	0.0000	639.9239	639.9239	0.2025	0.0000	644.9862
Maximum	**1.7500**	**17.9318**	**17.6187**	**0.0334**	**0.4258**	**0.8691**	**1.2949**	**0.1559**	**0.8002**	**0.9561**	**0.0000**	**2,955.9811**	**2,955.9811**	**0.8656**	**0.0000**	**2,977.6216**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.4107	2.2588	19.9137	0.0334	0.2364	0.0513	0.2877	0.0791	0.0512	0.1303	0.0000	2,955.9780	2,955.9780	0.8656	0.0000	2,977.6185
2023	0.0917	0.4016	4.7528	7.2800e-003	0.0126	0.0117	0.0242	3.3800e-003	0.0117	0.0151	0.0000	639.9232	639.9232	0.2025	0.0000	644.9854
Maximum	**0.4107**	**2.2588**	**19.9137**	**0.0334**	**0.2364**	**0.0513**	**0.2877**	**0.0791**	**0.0512**	**0.1303**	**0.0000**	**2,955.9780**	**2,955.9780**	**0.8656**	**0.0000**	**2,977.6185**

	ROG	NOx	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	**76.50**	**87.81**	**-12.77**	**0.00**	**43.20**	**94.06**	**79.19**	**48.22**	**93.56**	**87.20**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2022	4-30-2022	5.5739	0.7745
2	5-1-2022	7-31-2022	6.1927	1.0267
3	8-1-2022	10-31-2022	4.7139	0.5060
4	11-1-2022	1-31-2023	4.5846	0.5032
5	2-1-2023	4-30-2023	2.7776	0.3197
		Highest	6.1927	1.0267

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	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Energy	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	257.5753	257.5753	2.0400e-003	1.9500e-003	258.2083
Mobile	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Waste						0.0000	0.0000		0.0000	0.0000	15.4659	0.0000	15.4659	0.9140	0.0000	38.3161
Water						0.0000	0.0000		0.0000	0.0000	0.0000	180.3867	180.3867	0.0000	0.0000	180.3867
Total	**0.4377**	**0.9891**	**1.5015**	**7.2100e-003**	**0.4778**	**0.0110**	**0.4888**	**0.1280**	**0.0108**	**0.1388**	**15.4659**	**1,052.6029**	**1,068.0688**	**0.9502**	**1.9500e-003**	**1,092.4059**

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	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Energy	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	232.6451	232.6451	1.7500e-003	1.6800e-003	233.1884
Mobile	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Waste						0.0000	0.0000		0.0000	0.0000	15.4659	0.0000	15.4659	0.9140	0.0000	38.3161
Water						0.0000	0.0000		0.0000	0.0000	0.0000	180.3867	180.3867	0.0000	0.0000	180.3867
Total	**0.4361**	**0.9752**	**1.4898**	**7.1200e-003**	**0.4778**	**9.9500e-003**	**0.4877**	**0.1280**	**9.7200e-003**	**0.1378**	**15.4659**	**1,027.6728**	**1,043.1386**	**0.9499**	**1.6800e-003**	**1,067.3860**

	ROG	NOx	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	**0.35**	**1.40**	**0.78**	**1.25**	**0.00**	**9.63**	**0.22**	**0.00**	**9.83**	**0.76**	**0.00**	**2.37**	**2.33**	**0.03**	**13.85**	**2.29**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/1/2022	3/28/2022	5	40	
2	Grading	Grading	5/2/2022	7/29/2022	5	65	
3	Building Construction	Building Construction	2/1/2022	3/31/2023	5	304	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 65

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	4	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	0	0.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Demolition	Off-Highway Trucks	5	8.00	402	0.38
Demolition	Rubber Tired Loaders	2	8.00	203	0.36
Demolition	Skid Steer Loaders	3	8.00	65	0.37
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	17	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Off-Highway Trucks	1	8.00	402	0.38
Grading	Graders	2	8.00	187	0.41
Grading	Other Material Handling Equipment	1	8.00	168	0.40

Grading	Rollers	1	8.00	80	0.38
Building Construction	Welders	0	0.00	46	0.45
Grading	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Excavators	4	8.00	158	0.38
Building Construction	Graders	1	8.00	187	0.41
Building Construction	Off-Highway Tractors	1	8.00	124	0.44
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Rough Terrain Forklifts	12	8.00	100	0.40
Building Construction	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Scrapers	2	8.00	367	0.48
Building Construction	Trenchers	10	8.00	78	0.50

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	16	40.00	0.00	632.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	2,500.00	16.80	6.60	50.00	LD_Mix	HDT_Mix	HHDT
Building Construction	50	26.00	10.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0692	0.0000	0.0692	0.0105	0.0000	0.0105	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1020	0.8439	0.9036	2.3800e-003		0.0343	0.0343		0.0321	0.0321	0.0000	208.8390	208.8390	0.0615	0.0000	210.3774
Total	**0.1020**	**0.8439**	**0.9036**	**2.3800e-003**	**0.0692**	**0.0343**	**0.1035**	**0.0105**	**0.0321**	**0.0426**	**0.0000**	**208.8390**	**208.8390**	**0.0615**	**0.0000**	**210.3774**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0605	7.7300e-003	2.5000e-004	5.4600e-003	1.3000e-004	5.5900e-003	1.5000e-003	1.2000e-004	1.6200e-003	0.0000	23.4276	23.4276	1.3800e-003	0.0000	23.4622
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	4.0600e-003	3.2300e-003	0.0297	9.0000e-005	0.0100	6.0000e-005	0.0101	2.6700e-003	5.0000e-005	2.7200e-003	0.0000	7.8374	7.8374	2.2000e-004	0.0000	7.8429
Total	**5.5000e-003**	**0.0637**	**0.0374**	**3.4000e-004**	**0.0155**	**1.9000e-004**	**0.0157**	**4.1700e-003**	**1.7000e-004**	**4.3400e-003**	**0.0000**	**31.2649**	**31.2649**	**1.6000e-003**	**0.0000**	**31.3050**

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0256	0.0000	0.0256	3.8800e-003	0.0000	3.8800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0302	0.1870	1.2822	2.3800e-003		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003	0.0000	208.8387	208.8387	0.0615	0.0000	210.3772
Total	**0.0302**	**0.1870**	**1.2822**	**2.3800e-003**	**0.0256**	**3.8200e-003**	**0.0295**	**3.8800e-003**	**3.8200e-003**	**7.7000e-003**	**0.0000**	**208.8387**	**208.8387**	**0.0615**	**0.0000**	**210.3772**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0605	7.7300e-003	2.5000e-004	5.4600e-003	1.3000e-004	5.5900e-003	1.5000e-003	1.2000e-004	1.6200e-003	0.0000	23.4276	23.4276	1.3800e-003	0.0000	23.4622
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	4.0600e-003	3.2300e-003	0.0297	9.0000e-005	0.0100	6.0000e-005	0.0101	2.6700e-003	5.0000e-005	2.7200e-003	0.0000	7.8374	7.8374	2.2000e-004	0.0000	7.8429
Total	**5.5000e-003**	**0.0637**	**0.0374**	**3.4000e-004**	**0.0155**	**1.9000e-004**	**0.0157**	**4.1700e-003**	**1.7000e-004**	**4.3400e-003**	**0.0000**	**31.2649**	**31.2649**	**1.6000e-003**	**0.0000**	**31.3050**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2316	0.0000	0.2316	0.1115	0.0000	0.1115	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1008	1.0323	0.7762	1.8100e-003		0.0430	0.0430		0.0396	0.0396	0.0000	159.3164	159.3164	0.0515	0.0000	160.6046
Total	**0.1008**	**1.0323**	**0.7762**	**1.8100e-003**	**0.2316**	**0.0430**	**0.2746**	**0.1115**	**0.0396**	**0.1511**	**0.0000**	**159.3164**	**159.3164**	**0.0515**	**0.0000**	**160.6046**

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	9.4600e-003	0.3732	0.0539	2.0500e-003	0.0539	1.2500e-003	0.0552	0.0148	1.1900e-003	0.0160	0.0000	195.3962	195.3962	5.7000e-003	0.0000	195.5387
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	3.7900e-003	3.0200e-003	0.0277	8.0000e-005	9.3800e-003	5.0000e-005	9.4300e-003	2.4900e-003	5.0000e-005	2.5400e-003	0.0000	7.3230	7.3230	2.1000e-004	0.0000	7.3282
Total	**0.0133**	**0.3763**	**0.0816**	**2.1300e-003**	**0.0633**	**1.3000e-003**	**0.0646**	**0.0173**	**1.2400e-003**	**0.0186**	**0.0000**	**202.7192**	**202.7192**	**5.9100e-003**	**0.0000**	**202.8668**

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0858	0.0000	0.0858	0.0413	0.0000	0.0413	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0231	0.1304	1.0228	1.8100e-003		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	159.3162	159.3162	0.0515	0.0000	160.6044
Total	**0.0231**	**0.1304**	**1.0228**	**1.8100e-003**	**0.0858**	**2.9700e-003**	**0.0888**	**0.0413**	**2.9700e-003**	**0.0443**	**0.0000**	**159.3162**	**159.3162**	**0.0515**	**0.0000**	**160.6044**

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	9.4600e-003	0.3732	0.0539	2.0500e-003	0.0539	1.2500e-003	0.0552	0.0148	1.1900e-003	0.0160	0.0000	195.3962	195.3962	5.7000e-003	0.0000	195.5387
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	3.7900e-003	3.0200e-003	0.0277	8.0000e-005	9.3800e-003	5.0000e-005	9.4300e-003	2.4900e-003	5.0000e-005	2.5400e-003	0.0000	7.3230	7.3230	2.1000e-004	0.0000	7.3282
Total	**0.0133**	**0.3763**	**0.0816**	**2.1300e-003**	**0.0633**	**1.3000e-003**	**0.0646**	**0.0173**	**1.2400e-003**	**0.0186**	**0.0000**	**202.7192**	**202.7192**	**5.9100e-003**	**0.0000**	**202.8668**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5095	15.4998	15.6810	0.0261		0.7899	0.7899		0.7267	0.7267	0.0000	2,292.6711	2,292.6711	0.7415	0.0000	2,311.2085
Total	**1.5095**	**15.4998**	**15.6810**	**0.0261**		**0.7899**	**0.7899**		**0.7267**	**0.7267**	**0.0000**	**2,292.6711**	**2,292.6711**	**0.7415**	**0.0000**	**2,311.2085**

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	3.1700e-003	0.1033	0.0235	3.2000e-004	7.2200e-003	1.3000e-004	7.3600e-003	2.0900e-003	1.3000e-004	2.2100e-003	0.0000	30.7322	30.7322	2.6900e-003	0.0000	30.7995
Worker	0.0158	0.0126	0.1153	3.4000e-004	0.0390	2.2000e-004	0.0392	0.0104	2.1000e-004	0.0106	0.0000	30.4383	30.4383	8.6000e-004	0.0000	30.4597
Total	**0.0189**	**0.1159**	**0.1388**	**6.6000e-004**	**0.0462**	**3.5000e-004**	**0.0466**	**0.0124**	**3.4000e-004**	**0.0128**	**0.0000**	**61.1705**	**61.1705**	**3.5500e-003**	**0.0000**	**61.2593**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3198	1.3856	17.3509	0.0261		0.0426	0.0426		0.0426	0.0426	0.0000	2,292.6684	2,292.6684	0.7415	0.0000	2,311.2058
Total	**0.3198**	**1.3856**	**17.3509**	**0.0261**		**0.0426**	**0.0426**		**0.0426**	**0.0426**	**0.0000**	**2,292.6684**	**2,292.6684**	**0.7415**	**0.0000**	**2,311.2058**

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	3.1700e-003	0.1033	0.0235	3.2000e-004	7.2200e-003	1.3000e-004	7.3600e-003	2.0900e-003	1.3000e-004	2.2100e-003	0.0000	30.7322	30.7322	2.6900e-003	0.0000	30.7995
Worker	0.0158	0.0126	0.1153	3.4000e-004	0.0390	2.2000e-004	0.0392	0.0104	2.1000e-004	0.0106	0.0000	30.4383	30.4383	8.6000e-004	0.0000	30.4597
Total	**0.0189**	**0.1159**	**0.1388**	**6.6000e-004**	**0.0462**	**3.5000e-004**	**0.0466**	**0.0124**	**3.4000e-004**	**0.0128**	**0.0000**	**61.1705**	**61.1705**	**3.5500e-003**	**0.0000**	**61.2593**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3829	3.8719	4.2214	7.1000e-003		0.1911	0.1911		0.1758	0.1758	0.0000	623.8097	623.8097	0.2018	0.0000	628.8535
Total	**0.3829**	**3.8719**	**4.2214**	**7.1000e-003**		**0.1911**	**0.1911**		**0.1758**	**0.1758**	**0.0000**	**623.8097**	**623.8097**	**0.2018**	**0.0000**	**628.8535**

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	6.9000e-004	0.0217	5.4600e-003	9.0000e-005	1.9600e-003	2.0000e-005	1.9800e-003	5.7000e-004	2.0000e-005	5.8000e-004	0.0000	8.1475	8.1475	5.3000e-004	0.0000	8.1608
Worker	4.0100e-003	3.0600e-003	0.0285	9.0000e-005	0.0106	6.0000e-005	0.0107	2.8100e-003	5.0000e-005	2.8700e-003	0.0000	7.9667	7.9667	2.1000e-004	0.0000	7.9719
Total	**4.7000e-003**	**0.0248**	**0.0339**	**1.8000e-004**	**0.0126**	**8.0000e-005**	**0.0126**	**3.3800e-003**	**7.0000e-005**	**3.4500e-003**	**0.0000**	**16.1142**	**16.1142**	**7.4000e-004**	**0.0000**	**16.1327**

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0870	0.3768	4.7189	7.1000e-003		0.0116	0.0116		0.0116	0.0116	0.0000	623.8090	623.8090	0.2018	0.0000	628.8528
Total	**0.0870**	**0.3768**	**4.7189**	**7.1000e-003**		**0.0116**	**0.0116**		**0.0116**	**0.0116**	**0.0000**	**623.8090**	**623.8090**	**0.2018**	**0.0000**	**628.8528**

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	6.9000e-004	0.0217	5.4600e-003	9.0000e-005	1.9600e-003	2.0000e-005	1.9800e-003	5.7000e-004	2.0000e-005	5.8000e-004	0.0000	8.1475	8.1475	5.3000e-004	0.0000	8.1608
Worker	4.0100e-003	3.0600e-003	0.0285	9.0000e-005	0.0106	6.0000e-005	0.0107	2.8100e-003	5.0000e-005	2.8700e-003	0.0000	7.9667	7.9667	2.1000e-004	0.0000	7.9719
Total	**4.7000e-003**	**0.0248**	**0.0339**	**1.8000e-004**	**0.0126**	**8.0000e-005**	**0.0126**	**3.3800e-003**	**7.0000e-005**	**3.4500e-003**	**0.0000**	**16.1142**	**16.1142**	**7.4000e-004**	**0.0000**	**16.1327**

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	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936
Unmitigated	0.1157	0.8912	1.4187	6.6200e-003	0.4778	3.5700e-003	0.4813	0.1280	3.3400e-003	0.1314	0.0000	614.6398	614.6398	0.0342	0.0000	615.4936

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	428.24	81.10	41.78	1,249,591	1,249,591
Total	428.24	81.10	41.78	1,249,591	1,249,591

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 Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.545462	0.034783	0.175214	0.104547	0.016326	0.005139	0.008963	0.095912	0.001419	0.002092	0.008487	0.000707	0.000948

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	141.2292	141.2292	0.0000	0.0000	141.2292
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	151.0512	151.0512	0.0000	0.0000	151.0512
NaturalGas Mitigated	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592
NaturalGas Unmitigated	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571

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 Light Industry	1.99619e+006	0.0108	0.0979	0.0822	5.9000e-004		7.4400e-003	7.4400e-003		7.4400e-003	7.4400e-003	0.0000	106.5241	106.5241	2.0400e-003	1.9500e-003	107.1571
Total		**0.0108**	**0.0979**	**0.0822**	**5.9000e-004**		**7.4400e-003**	**7.4400e-003**		**7.4400e-003**	**7.4400e-003**	**0.0000**	**106.5241**	**106.5241**	**2.0400e-003**	**1.9500e-003**	**107.1571**

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 Light Industry	1.71307e+006	9.2400e-003	0.0840	0.0705	5.0000e-004		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	91.4159	91.4159	1.7500e-003	1.6800e-003	91.9592
Total		**9.2400e-003**	**0.0840**	**0.0705**	**5.0000e-004**		**6.3800e-003**	**6.3800e-003**		**6.3800e-003**	**6.3800e-003**	**0.0000**	**91.4159**	**91.4159**	**1.7500e-003**	**1.6800e-003**	**91.9592**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	623616	151.0512	0.0000	0.0000	151.0512
Total		**151.0512**	**0.0000**	**0.0000**	**151.0512**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	583066	141.2292	0.0000	0.0000	141.2292
Total		**141.2292**	**0.0000**	**0.0000**	**141.2292**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	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	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Unmitigated	0.3112	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-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	0.0712					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2400					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Total	**0.3112**	**1.0000e-005**	**5.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-003**	**1.1000e-003**	**0.0000**	**0.0000**	**1.1700e-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	0.0712					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2400					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-003	1.1000e-003	0.0000	0.0000	1.1700e-003
Total	**0.3112**	**1.0000e-005**	**5.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-003**	**1.1000e-003**	**0.0000**	**0.0000**	**1.1700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	180.3867	0.0000	0.0000	180.3867
Unmitigated	180.3867	0.0000	0.0000	180.3867

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 67.0322	180.3867	0.0000	0.0000	180.3867
Total		**180.3867**	**0.0000**	**0.0000**	**180.3867**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 67.0322	180.3867	0.0000	0.0000	180.3867
Total		**180.3867**	**0.0000**	**0.0000**	**180.3867**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.4659	0.9140	0.0000	38.3161
Unmitigated	15.4659	0.9140	0.0000	38.3161

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	76.19	15.4659	0.9140	0.0000	38.3161
Total		**15.4659**	**0.9140**	**0.0000**	**38.3161**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	76.19	15.4659	0.9140	0.0000	38.3161
Total		**15.4659**	**0.9140**	**0.0000**	**38.3161**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Lockhart Solar Project II Operation_Only

Mojave Desert AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	30
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PER SCE 2019 Sustainability Report

Land Use -

Construction Phase - operation run

Off-road Equipment - operation run

Grading - operation run

Trips and VMT - operation run

On-road Fugitive Dust - operation run

Vehicle Trips - Total 40 trips per year

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Vehicle Emission Factors - EMFAC 2017

Energy Use - No energy use

Water And Wastewater - 4.5 af = 1466329.5 gallon

Solid Waste - no solid waste

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	0.00
tblConstructionPhase	PhaseEndDate	3/8/2022	3/7/2022
tblEnergyUse	LightingElect	2.93	0.00
tblEnergyUse	NT24E	5.02	0.00
tblEnergyUse	NT24NG	17.13	0.00
tblEnergyUse	T24E	2.20	0.00
tblEnergyUse	T24NG	15.36	0.00
tblGrading	MaterialMoistureContentBulldozing	7.90	0.00
tblGrading	MaterialMoistureContentTruckLoading	12.00	0.00
tblGrading	MaterialSiltContent	6.90	0.00
tblGrading	MeanVehicleSpeed	7.10	0.00

Lockhart Solar Project II Operation_Only - Mojave Desert AQMD Air District, Annual

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOnRoadDust	HaulingPercentPave	100.00	0.00
tblOnRoadDust	VendorPercentPave	100.00	0.00
tblOnRoadDust	WorkerPercentPave	100.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	1.24	0.00
tblVehicleEF	HHD	1.43	0.03
tblVehicleEF	HHD	2.4200e-003	0.06
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	2.97	8.67
tblVehicleEF	HHD	0.26	0.33
tblVehicleEF	HHD	1.20	2.3220e-003
tblVehicleEF	HHD	9,146.03	1,424.58
tblVehicleEF	HHD	1,337.11	1,311.47
tblVehicleEF	HHD	3.58	0.02
tblVehicleEF	HHD	24.65	7.12
tblVehicleEF	HHD	0.75	2.15
tblVehicleEF	HHD	20.43	2.33
tblVehicleEF	HHD	3.4380e-003	3.0350e-003

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	4.8050e-003	0.03
tblVehicleEF	HHD	3.8000e-005	1.0000e-006
tblVehicleEF	HHD	3.2900e-003	2.9040e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9670e-003	8.9160e-003
tblVehicleEF	HHD	4.5970e-003	0.02
tblVehicleEF	HHD	3.5000e-005	1.0000e-006
tblVehicleEF	HHD	5.5000e-005	3.0000e-006
tblVehicleEF	HHD	1.9530e-003	8.8000e-005
tblVehicleEF	HHD	0.80	0.58
tblVehicleEF	HHD	3.0000e-005	2.0000e-006
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	1.1200e-004	3.6000e-005
tblVehicleEF	HHD	0.03	1.0000e-006
tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	5.6000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	3.0000e-006
tblVehicleEF	HHD	1.9530e-003	8.8000e-005
tblVehicleEF	HHD	0.92	0.67
tblVehicleEF	HHD	3.0000e-005	2.0000e-006
tblVehicleEF	HHD	0.04	0.08
tblVehicleEF	HHD	1.1200e-004	3.6000e-005
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	1.35	0.03

tblVehicleEF	HHD	2.4330e-003	0.06
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	2.16	8.55
tblVehicleEF	HHD	0.26	0.33
tblVehicleEF	HHD	1.11	2.1790e-003
tblVehicleEF	HHD	9,689.41	1,406.97
tblVehicleEF	HHD	1,337.11	1,311.48
tblVehicleEF	HHD	3.58	0.02
tblVehicleEF	HHD	25.44	6.79
tblVehicleEF	HHD	0.70	2.03
tblVehicleEF	HHD	20.43	2.33
tblVehicleEF	HHD	2.8990e-003	2.6730e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	4.8050e-003	0.03
tblVehicleEF	HHD	3.8000e-005	1.0000e-006
tblVehicleEF	HHD	2.7740e-003	2.5570e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9670e-003	8.9160e-003
tblVehicleEF	HHD	4.5970e-003	0.02
tblVehicleEF	HHD	3.5000e-005	1.0000e-006
tblVehicleEF	HHD	1.2100e-004	6.0000e-006
tblVehicleEF	HHD	2.3300e-003	1.0300e-004
tblVehicleEF	HHD	0.76	0.62
tblVehicleEF	HHD	8.4000e-005	4.0000e-006
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	1.1600e-004	3.7000e-005

tblVehicleEF	HHD	0.03	1.0000e-006
tblVehicleEF	HHD	0.09	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	5.4000e-005	0.00
tblVehicleEF	HHD	1.2100e-004	6.0000e-006
tblVehicleEF	HHD	2.3300e-003	1.0300e-004
tblVehicleEF	HHD	0.86	0.71
tblVehicleEF	HHD	8.4000e-005	4.0000e-006
tblVehicleEF	HHD	0.04	0.08
tblVehicleEF	HHD	1.1600e-004	3.7000e-005
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	1.54	0.03
tblVehicleEF	HHD	2.4220e-003	0.06
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	4.09	8.83
tblVehicleEF	HHD	0.26	0.33
tblVehicleEF	HHD	1.17	2.2920e-003
tblVehicleEF	HHD	8,395.65	1,448.88
tblVehicleEF	HHD	1,337.11	1,311.47
tblVehicleEF	HHD	3.58	0.02
tblVehicleEF	HHD	23.56	7.59
tblVehicleEF	HHD	0.74	2.12
tblVehicleEF	HHD	20.43	2.33
tblVehicleEF	HHD	4.1830e-003	3.5360e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	4.8050e-003	0.03

tblVehicleEF	HHD	3.8000e-005	1.0000e-006
tblVehicleEF	HHD	4.0020e-003	3.3830e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9670e-003	8.9160e-003
tblVehicleEF	HHD	4.5970e-003	0.02
tblVehicleEF	HHD	3.5000e-005	1.0000e-006
tblVehicleEF	HHD	5.8000e-005	3.0000e-006
tblVehicleEF	HHD	2.1540e-003	1.0400e-004
tblVehicleEF	HHD	0.87	0.54
tblVehicleEF	HHD	2.8000e-005	2.0000e-006
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	1.2000e-004	3.8000e-005
tblVehicleEF	HHD	0.03	1.0000e-006
tblVehicleEF	HHD	0.08	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	5.8000e-005	3.0000e-006
tblVehicleEF	HHD	2.1540e-003	1.0400e-004
tblVehicleEF	HHD	0.99	0.62
tblVehicleEF	HHD	2.8000e-005	2.0000e-006
tblVehicleEF	HHD	0.04	0.08
tblVehicleEF	HHD	1.2000e-004	3.8000e-005
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	LDA	3.8420e-003	2.1370e-003
tblVehicleEF	LDA	5.4110e-003	0.05
tblVehicleEF	LDA	0.52	0.60
tblVehicleEF	LDA	1.18	2.09

tblVehicleEF	LDA	236.14	256.62
tblVehicleEF	LDA	54.91	52.89
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.08	0.17
tblVehicleEF	LDA	1.5110e-003	1.3790e-003
tblVehicleEF	LDA	2.2680e-003	1.7810e-003
tblVehicleEF	LDA	1.3920e-003	1.2700e-003
tblVehicleEF	LDA	2.0860e-003	1.6370e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	9.6430e-003	8.0160e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.3650e-003	2.5070e-003
tblVehicleEF	LDA	5.6900e-004	5.1700e-004
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.08	0.23
tblVehicleEF	LDA	4.4780e-003	2.4510e-003
tblVehicleEF	LDA	4.4060e-003	0.04
tblVehicleEF	LDA	0.66	0.74
tblVehicleEF	LDA	0.97	1.74
tblVehicleEF	LDA	261.78	280.21

tblVehicleEF	LDA	54.91	52.21
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.07	0.16
tblVehicleEF	LDA	1.5110e-003	1.3790e-003
tblVehicleEF	LDA	2.2680e-003	1.7810e-003
tblVehicleEF	LDA	1.3920e-003	1.2700e-003
tblVehicleEF	LDA	2.0860e-003	1.6370e-003
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	0.01	9.0940e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.06	0.17
tblVehicleEF	LDA	2.6230e-003	2.7380e-003
tblVehicleEF	LDA	5.6500e-004	5.1000e-004
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.07	0.19
tblVehicleEF	LDA	3.7040e-003	2.0850e-003
tblVehicleEF	LDA	5.2730e-003	0.05
tblVehicleEF	LDA	0.48	0.57
tblVehicleEF	LDA	1.13	2.06
tblVehicleEF	LDA	228.76	251.09
tblVehicleEF	LDA	54.91	52.83

tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.08	0.17
tblVehicleEF	LDA	1.5110e-003	1.3790e-003
tblVehicleEF	LDA	2.2680e-003	1.7810e-003
tblVehicleEF	LDA	1.3920e-003	1.2700e-003
tblVehicleEF	LDA	2.0860e-003	1.6370e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	9.3000e-003	7.8090e-003
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.2900e-003	2.4530e-003
tblVehicleEF	LDA	5.6800e-004	5.1600e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.08	0.23
tblVehicleEF	LDT1	0.01	6.0730e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.40	1.27
tblVehicleEF	LDT1	3.66	2.35
tblVehicleEF	LDT1	296.40	304.65
tblVehicleEF	LDT1	69.01	64.36
tblVehicleEF	LDT1	0.17	0.11

tblVehicleEF	LDT1	0.22	0.28
tblVehicleEF	LDT1	2.2950e-003	2.0140e-003
tblVehicleEF	LDT1	3.5260e-003	2.6470e-003
tblVehicleEF	LDT1	2.1140e-003	1.8530e-003
tblVehicleEF	LDT1	3.2420e-003	2.4340e-003
tblVehicleEF	LDT1	0.18	0.18
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.20	0.10
tblVehicleEF	LDT1	0.26	0.39
tblVehicleEF	LDT1	2.9820e-003	2.9770e-003
tblVehicleEF	LDT1	7.5500e-004	6.2900e-004
tblVehicleEF	LDT1	0.18	0.18
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.20	0.10
tblVehicleEF	LDT1	0.28	0.43
tblVehicleEF	LDT1	0.02	6.8930e-003
tblVehicleEF	LDT1	0.02	0.06
tblVehicleEF	LDT1	1.73	1.54
tblVehicleEF	LDT1	3.00	1.95
tblVehicleEF	LDT1	327.18	329.24
tblVehicleEF	LDT1	69.01	63.50
tblVehicleEF	LDT1	0.15	0.10
tblVehicleEF	LDT1	0.21	0.26

tblVehicleEF	LDT1	2.2950e-003	2.0140e-003
tblVehicleEF	LDT1	3.5260e-003	2.6470e-003
tblVehicleEF	LDT1	2.1140e-003	1.8530e-003
tblVehicleEF	LDT1	3.2420e-003	2.4340e-003
tblVehicleEF	LDT1	0.41	0.36
tblVehicleEF	LDT1	0.42	0.30
tblVehicleEF	LDT1	0.30	0.27
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.20	0.10
tblVehicleEF	LDT1	0.21	0.33
tblVehicleEF	LDT1	3.2950e-003	3.2180e-003
tblVehicleEF	LDT1	7.4300e-004	6.2100e-004
tblVehicleEF	LDT1	0.41	0.36
tblVehicleEF	LDT1	0.42	0.30
tblVehicleEF	LDT1	0.30	0.27
tblVehicleEF	LDT1	0.06	0.04
tblVehicleEF	LDT1	0.20	0.10
tblVehicleEF	LDT1	0.23	0.36
tblVehicleEF	LDT1	0.01	5.9330e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.31	1.21
tblVehicleEF	LDT1	3.50	2.31
tblVehicleEF	LDT1	287.55	298.83
tblVehicleEF	LDT1	69.01	64.28
tblVehicleEF	LDT1	0.16	0.10
tblVehicleEF	LDT1	0.22	0.27
tblVehicleEF	LDT1	2.2950e-003	2.0140e-003

tblVehicleEF	LDT1	3.5260e-003	2.6470e-003
tblVehicleEF	LDT1	2.1140e-003	1.8530e-003
tblVehicleEF	LDT1	3.2420e-003	2.4340e-003
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.37	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.23	0.12
tblVehicleEF	LDT1	0.25	0.39
tblVehicleEF	LDT1	2.8920e-003	2.9200e-003
tblVehicleEF	LDT1	7.5200e-004	6.2800e-004
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.37	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.23	0.12
tblVehicleEF	LDT1	0.27	0.42
tblVehicleEF	LDT2	5.9250e-003	3.7960e-003
tblVehicleEF	LDT2	8.2720e-003	0.07
tblVehicleEF	LDT2	0.73	0.89
tblVehicleEF	LDT2	1.69	2.69
tblVehicleEF	LDT2	331.93	323.22
tblVehicleEF	LDT2	76.99	68.56
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.15	0.28
tblVehicleEF	LDT2	1.5700e-003	1.4520e-003
tblVehicleEF	LDT2	2.4400e-003	1.8710e-003

tblVehicleEF	LDT2	1.4430e-003	1.3370e-003
tblVehicleEF	LDT2	2.2430e-003	1.7200e-003
tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.11	0.32
tblVehicleEF	LDT2	3.3250e-003	3.1580e-003
tblVehicleEF	LDT2	7.9900e-004	6.7000e-004
tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.12	0.35
tblVehicleEF	LDT2	6.8820e-003	4.3360e-003
tblVehicleEF	LDT2	6.7320e-003	0.06
tblVehicleEF	LDT2	0.92	1.08
tblVehicleEF	LDT2	1.39	2.22
tblVehicleEF	LDT2	367.14	346.91
tblVehicleEF	LDT2	76.99	67.64
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.14	0.26
tblVehicleEF	LDT2	1.5700e-003	1.4520e-003
tblVehicleEF	LDT2	2.4400e-003	1.8710e-003
tblVehicleEF	LDT2	1.4430e-003	1.3370e-003

tblVehicleEF	LDT2	2.2430e-003	1.7200e-003
tblVehicleEF	LDT2	0.15	0.20
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.09	0.27
tblVehicleEF	LDT2	3.6800e-003	3.3900e-003
tblVehicleEF	LDT2	7.9300e-004	6.6100e-004
tblVehicleEF	LDT2	0.15	0.20
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.10	0.29
tblVehicleEF	LDT2	5.7150e-003	3.7060e-003
tblVehicleEF	LDT2	8.0550e-003	0.07
tblVehicleEF	LDT2	0.67	0.84
tblVehicleEF	LDT2	1.62	2.64
tblVehicleEF	LDT2	321.80	317.60
tblVehicleEF	LDT2	76.99	68.48
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.14	0.28
tblVehicleEF	LDT2	1.5700e-003	1.4520e-003
tblVehicleEF	LDT2	2.4400e-003	1.8710e-003
tblVehicleEF	LDT2	1.4430e-003	1.3370e-003
tblVehicleEF	LDT2	2.2430e-003	1.7200e-003

tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.09	0.07
tblVehicleEF	LDT2	0.11	0.32
tblVehicleEF	LDT2	3.2230e-003	3.1030e-003
tblVehicleEF	LDT2	7.9700e-004	6.6900e-004
tblVehicleEF	LDT2	0.07	0.10
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.09	0.07
tblVehicleEF	LDT2	0.12	0.35
tblVehicleEF	LHD1	4.8410e-003	4.7400e-003
tblVehicleEF	LHD1	0.01	5.8910e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.16	0.80
tblVehicleEF	LHD1	2.52	1.00
tblVehicleEF	LHD1	9.34	9.29
tblVehicleEF	LHD1	604.29	639.64
tblVehicleEF	LHD1	28.15	10.59
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.38	1.40
tblVehicleEF	LHD1	0.93	0.30
tblVehicleEF	LHD1	1.0450e-003	9.6300e-004

tblVehicleEF	LHD1	0.01	9.9840e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.2500e-004	2.5100e-004
tblVehicleEF	LHD1	1.0000e-003	9.2200e-004
tblVehicleEF	LHD1	2.5730e-003	2.4960e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.5000e-004	2.3100e-004
tblVehicleEF	LHD1	3.8990e-003	3.0110e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7570e-003	1.4760e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.38	0.23
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD1	9.3000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9200e-003	6.2250e-003
tblVehicleEF	LHD1	3.2900e-004	1.0500e-004
tblVehicleEF	LHD1	3.8990e-003	3.0110e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7570e-003	1.4760e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.38	0.23
tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	4.8410e-003	4.7550e-003
tblVehicleEF	LHD1	0.01	6.0290e-003
tblVehicleEF	LHD1	0.02	0.01

tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.18	0.82
tblVehicleEF	LHD1	2.33	0.93
tblVehicleEF	LHD1	9.34	9.29
tblVehicleEF	LHD1	604.29	639.67
tblVehicleEF	LHD1	28.15	10.48
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.23	1.31
tblVehicleEF	LHD1	0.88	0.28
tblVehicleEF	LHD1	1.0450e-003	9.6300e-004
tblVehicleEF	LHD1	0.01	9.9840e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.2500e-004	2.5100e-004
tblVehicleEF	LHD1	1.0000e-003	9.2200e-004
tblVehicleEF	LHD1	2.5730e-003	2.4960e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.5000e-004	2.3100e-004
tblVehicleEF	LHD1	8.4080e-003	5.9530e-003
tblVehicleEF	LHD1	0.14	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	4.6370e-003	3.3570e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.39	0.23
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.3000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9210e-003	6.2250e-003
tblVehicleEF	LHD1	3.2500e-004	1.0400e-004

tblVehicleEF	LHD1	8.4080e-003	5.9530e-003
tblVehicleEF	LHD1	0.14	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	4.6370e-003	3.3570e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.39	0.23
tblVehicleEF	LHD1	0.26	0.08
tblVehicleEF	LHD1	4.8410e-003	4.7430e-003
tblVehicleEF	LHD1	0.01	5.9060e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.17	0.80
tblVehicleEF	LHD1	2.45	0.98
tblVehicleEF	LHD1	9.34	9.29
tblVehicleEF	LHD1	604.29	639.64
tblVehicleEF	LHD1	28.15	10.56
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.34	1.37
tblVehicleEF	LHD1	0.91	0.29
tblVehicleEF	LHD1	1.0450e-003	9.6300e-004
tblVehicleEF	LHD1	0.01	9.9840e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.2500e-004	2.5100e-004
tblVehicleEF	LHD1	1.0000e-003	9.2200e-004
tblVehicleEF	LHD1	2.5730e-003	2.4960e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.5000e-004	2.3100e-004

tblVehicleEF	LHD1	4.4590e-003	3.3060e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.6670e-003	1.4540e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.41	0.25
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD1	9.3000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9200e-003	6.2250e-003
tblVehicleEF	LHD1	3.2800e-004	1.0500e-004
tblVehicleEF	LHD1	4.4590e-003	3.3060e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.6670e-003	1.4540e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.41	0.25
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD2	3.0870e-003	3.2120e-003
tblVehicleEF	LHD2	3.9950e-003	3.8080e-003
tblVehicleEF	LHD2	6.5230e-003	8.8900e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.50	0.51
tblVehicleEF	LHD2	1.03	0.59
tblVehicleEF	LHD2	14.62	14.47
tblVehicleEF	LHD2	590.32	639.77
tblVehicleEF	LHD2	21.16	7.60
tblVehicleEF	LHD2	0.12	0.11

tblVehicleEF	LHD2	1.56	1.50
tblVehicleEF	LHD2	0.43	0.19
tblVehicleEF	LHD2	1.3500e-003	1.4160e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5400e-004	1.2000e-004
tblVehicleEF	LHD2	1.2920e-003	1.3540e-003
tblVehicleEF	LHD2	2.7200e-003	2.6970e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2500e-004	1.1000e-004
tblVehicleEF	LHD2	1.1090e-003	1.4710e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	5.5100e-004	7.7000e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.4200e-004	1.3800e-004
tblVehicleEF	LHD2	5.7320e-003	6.1710e-003
tblVehicleEF	LHD2	2.3000e-004	7.5000e-005
tblVehicleEF	LHD2	1.1090e-003	1.4710e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.5100e-004	7.7000e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.10	0.05

tblVehicleEF	LHD2	3.0870e-003	3.2210e-003
tblVehicleEF	LHD2	4.0530e-003	3.8460e-003
tblVehicleEF	LHD2	6.1740e-003	8.4910e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.51	0.51
tblVehicleEF	LHD2	0.95	0.55
tblVehicleEF	LHD2	14.62	14.47
tblVehicleEF	LHD2	590.32	639.78
tblVehicleEF	LHD2	21.16	7.54
tblVehicleEF	LHD2	0.12	0.11
tblVehicleEF	LHD2	1.47	1.41
tblVehicleEF	LHD2	0.41	0.18
tblVehicleEF	LHD2	1.3500e-003	1.4160e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5400e-004	1.2000e-004
tblVehicleEF	LHD2	1.2920e-003	1.3540e-003
tblVehicleEF	LHD2	2.7200e-003	2.6970e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2500e-004	1.1000e-004
tblVehicleEF	LHD2	2.3660e-003	2.8510e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.4270e-003	1.6830e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.08	0.04

tblVehicleEF	LHD2	1.4200e-004	1.3800e-004
tblVehicleEF	LHD2	5.7320e-003	6.1710e-003
tblVehicleEF	LHD2	2.2900e-004	7.5000e-005
tblVehicleEF	LHD2	2.3660e-003	2.8510e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4270e-003	1.6830e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.07	0.10
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	3.0870e-003	3.2130e-003
tblVehicleEF	LHD2	4.0040e-003	3.8130e-003
tblVehicleEF	LHD2	6.4260e-003	8.8150e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.50	0.51
tblVehicleEF	LHD2	1.00	0.58
tblVehicleEF	LHD2	14.62	14.47
tblVehicleEF	LHD2	590.32	639.77
tblVehicleEF	LHD2	21.16	7.59
tblVehicleEF	LHD2	0.12	0.11
tblVehicleEF	LHD2	1.54	1.47
tblVehicleEF	LHD2	0.42	0.19
tblVehicleEF	LHD2	1.3500e-003	1.4160e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5400e-004	1.2000e-004
tblVehicleEF	LHD2	1.2920e-003	1.3540e-003

tblVehicleEF	LHD2	2.7200e-003	2.6970e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2500e-004	1.1000e-004
tblVehicleEF	LHD2	1.1910e-003	1.5290e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	5.1400e-004	7.5000e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.08	0.11
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.4200e-004	1.3800e-004
tblVehicleEF	LHD2	5.7320e-003	6.1710e-003
tblVehicleEF	LHD2	2.3000e-004	7.5000e-005
tblVehicleEF	LHD2	1.1910e-003	1.5290e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.1400e-004	7.5000e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.11
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	MCY	0.41	0.33
tblVehicleEF	MCY	0.16	0.25
tblVehicleEF	MCY	20.89	20.35
tblVehicleEF	MCY	10.17	8.81
tblVehicleEF	MCY	165.43	210.81
tblVehicleEF	MCY	46.38	61.22
tblVehicleEF	MCY	1.18	1.16

tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	1.8100e-003	1.8550e-003
tblVehicleEF	MCY	3.6520e-003	2.9310e-003
tblVehicleEF	MCY	1.6940e-003	1.7350e-003
tblVehicleEF	MCY	3.4440e-003	2.7590e-003
tblVehicleEF	MCY	1.52	1.45
tblVehicleEF	MCY	0.88	0.83
tblVehicleEF	MCY	0.85	0.79
tblVehicleEF	MCY	2.14	2.21
tblVehicleEF	MCY	0.38	0.41
tblVehicleEF	MCY	2.21	1.89
tblVehicleEF	MCY	2.0560e-003	2.0860e-003
tblVehicleEF	MCY	6.9500e-004	6.0600e-004
tblVehicleEF	MCY	1.52	1.45
tblVehicleEF	MCY	0.88	0.83
tblVehicleEF	MCY	0.85	0.79
tblVehicleEF	MCY	2.63	2.72
tblVehicleEF	MCY	0.38	0.41
tblVehicleEF	MCY	2.41	2.06
tblVehicleEF	MCY	0.40	0.32
tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	21.16	20.49
tblVehicleEF	MCY	9.15	7.97
tblVehicleEF	MCY	165.43	210.83
tblVehicleEF	MCY	46.38	58.99
tblVehicleEF	MCY	0.99	0.99
tblVehicleEF	MCY	0.29	0.25

tblVehicleEF	MCY	1.8100e-003	1.8550e-003
tblVehicleEF	MCY	3.6520e-003	2.9310e-003
tblVehicleEF	MCY	1.6940e-003	1.7350e-003
tblVehicleEF	MCY	3.4440e-003	2.7590e-003
tblVehicleEF	MCY	3.66	3.14
tblVehicleEF	MCY	1.46	1.27
tblVehicleEF	MCY	2.58	2.11
tblVehicleEF	MCY	2.09	2.16
tblVehicleEF	MCY	0.39	0.41
tblVehicleEF	MCY	1.87	1.62
tblVehicleEF	MCY	2.0590e-003	2.0860e-003
tblVehicleEF	MCY	6.6800e-004	5.8400e-004
tblVehicleEF	MCY	3.66	3.14
tblVehicleEF	MCY	1.46	1.27
tblVehicleEF	MCY	2.58	2.11
tblVehicleEF	MCY	2.56	2.65
tblVehicleEF	MCY	0.39	0.41
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.40	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.73	19.44
tblVehicleEF	MCY	9.54	8.46
tblVehicleEF	MCY	165.43	209.24
tblVehicleEF	MCY	46.38	60.43
tblVehicleEF	MCY	1.13	1.12
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8100e-003	1.8550e-003

tblVehicleEF	MCY	3.6520e-003	2.9310e-003
tblVehicleEF	MCY	1.6940e-003	1.7350e-003
tblVehicleEF	MCY	3.4440e-003	2.7590e-003
tblVehicleEF	MCY	1.91	1.70
tblVehicleEF	MCY	1.20	1.11
tblVehicleEF	MCY	0.71	0.71
tblVehicleEF	MCY	2.10	2.18
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	2.08	1.82
tblVehicleEF	MCY	2.0370e-003	2.0710e-003
tblVehicleEF	MCY	6.8100e-004	5.9800e-004
tblVehicleEF	MCY	1.91	1.70
tblVehicleEF	MCY	1.20	1.11
tblVehicleEF	MCY	0.71	0.71
tblVehicleEF	MCY	2.58	2.68
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	2.27	1.98
tblVehicleEF	MDV	0.01	4.8920e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.25	1.03
tblVehicleEF	MDV	3.24	3.16
tblVehicleEF	MDV	460.86	403.07
tblVehicleEF	MDV	104.76	85.11
tblVehicleEF	MDV	0.19	0.10
tblVehicleEF	MDV	0.34	0.35
tblVehicleEF	MDV	1.6900e-003	1.5480e-003
tblVehicleEF	MDV	2.5080e-003	1.9490e-003

tblVehicleEF	MDV	1.5590e-003	1.4280e-003
tblVehicleEF	MDV	2.3060e-003	1.7920e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	0.25	0.41
tblVehicleEF	MDV	4.6180e-003	3.9360e-003
tblVehicleEF	MDV	1.1050e-003	8.3200e-004
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	0.27	0.45
tblVehicleEF	MDV	0.01	5.5990e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.57	1.25
tblVehicleEF	MDV	2.66	2.61
tblVehicleEF	MDV	508.28	428.20
tblVehicleEF	MDV	104.76	84.00
tblVehicleEF	MDV	0.17	0.09
tblVehicleEF	MDV	0.32	0.33
tblVehicleEF	MDV	1.6900e-003	1.5480e-003
tblVehicleEF	MDV	2.5080e-003	1.9490e-003
tblVehicleEF	MDV	1.5590e-003	1.4280e-003

tblVehicleEF	MDV	2.3060e-003	1.7920e-003
tblVehicleEF	MDV	0.23	0.23
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	0.20	0.35
tblVehicleEF	MDV	5.0960e-003	4.1820e-003
tblVehicleEF	MDV	1.0940e-003	8.2100e-004
tblVehicleEF	MDV	0.23	0.23
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.05	0.03
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	0.22	0.38
tblVehicleEF	MDV	0.01	4.7660e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.16	0.97
tblVehicleEF	MDV	3.09	3.11
tblVehicleEF	MDV	447.25	397.12
tblVehicleEF	MDV	104.76	85.02
tblVehicleEF	MDV	0.17	0.10
tblVehicleEF	MDV	0.33	0.35
tblVehicleEF	MDV	1.6900e-003	1.5480e-003
tblVehicleEF	MDV	2.5080e-003	1.9490e-003
tblVehicleEF	MDV	1.5590e-003	1.4280e-003
tblVehicleEF	MDV	2.3060e-003	1.7920e-003

tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.14	0.07
tblVehicleEF	MDV	0.24	0.41
tblVehicleEF	MDV	4.4800e-003	3.8780e-003
tblVehicleEF	MDV	1.1020e-003	8.3100e-004
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.14	0.07
tblVehicleEF	MDV	0.26	0.45
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.22	1.31
tblVehicleEF	MH	6.46	2.12
tblVehicleEF	MH	971.20	1,476.34
tblVehicleEF	MH	59.05	18.76
tblVehicleEF	MH	1.56	1.55
tblVehicleEF	MH	0.93	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1810e-003	2.5200e-004
tblVehicleEF	MH	3.2260e-003	3.2820e-003
tblVehicleEF	MH	0.04	0.04

tblVehicleEF	MH	1.0860e-003	2.3200e-004
tblVehicleEF	MH	1.55	1.13
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.49	0.40
tblVehicleEF	MH	0.10	0.06
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.6550e-003	0.01
tblVehicleEF	MH	7.0300e-004	1.8600e-004
tblVehicleEF	MH	1.55	1.13
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.49	0.40
tblVehicleEF	MH	0.14	0.08
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.41	0.11
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.36	1.36
tblVehicleEF	MH	5.78	1.94
tblVehicleEF	MH	971.20	1,476.41
tblVehicleEF	MH	59.05	18.45
tblVehicleEF	MH	1.42	1.43
tblVehicleEF	MH	0.88	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1810e-003	2.5200e-004
tblVehicleEF	MH	3.2260e-003	3.2820e-003

tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.0860e-003	2.3200e-004
tblVehicleEF	MH	3.36	2.24
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	1.37	0.95
tblVehicleEF	MH	0.11	0.06
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.34	0.09
tblVehicleEF	MH	9.6580e-003	0.01
tblVehicleEF	MH	6.9100e-004	1.8300e-004
tblVehicleEF	MH	3.36	2.24
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	1.37	0.95
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.38	0.10
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.32
tblVehicleEF	MH	6.30	2.10
tblVehicleEF	MH	971.20	1,476.34
tblVehicleEF	MH	59.05	18.73
tblVehicleEF	MH	1.52	1.52
tblVehicleEF	MH	0.91	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1810e-003	2.5200e-004

tblVehicleEF	MH	3.2260e-003	3.2820e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.0860e-003	2.3200e-004
tblVehicleEF	MH	1.91	1.31
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.49	0.40
tblVehicleEF	MH	0.10	0.06
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.6560e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.8500e-004
tblVehicleEF	MH	1.91	1.31
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.49	0.40
tblVehicleEF	MH	0.14	0.08
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MHD	0.02	3.1530e-003
tblVehicleEF	MHD	4.3060e-003	1.3810e-003
tblVehicleEF	MHD	0.05	8.3340e-003
tblVehicleEF	MHD	0.42	0.34
tblVehicleEF	MHD	0.29	0.18
tblVehicleEF	MHD	7.01	0.93
tblVehicleEF	MHD	105.80	65.85
tblVehicleEF	MHD	1,012.07	964.19
tblVehicleEF	MHD	74.31	8.18
tblVehicleEF	MHD	0.27	0.37

tblVehicleEF	MHD	0.34	0.98
tblVehicleEF	MHD	7.99	1.74
tblVehicleEF	MHD	9.3000e-005	3.3600e-004
tblVehicleEF	MHD	2.2990e-003	7.7530e-003
tblVehicleEF	MHD	1.0510e-003	9.6000e-005
tblVehicleEF	MHD	8.9000e-005	3.2200e-004
tblVehicleEF	MHD	2.1910e-003	7.4140e-003
tblVehicleEF	MHD	9.6600e-004	8.9000e-005
tblVehicleEF	MHD	1.7710e-003	5.4500e-004
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	8.4400e-004	2.8100e-004
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.42	0.04
tblVehicleEF	MHD	1.0240e-003	6.2500e-004
tblVehicleEF	MHD	9.7600e-003	9.1890e-003
tblVehicleEF	MHD	8.6600e-004	8.1000e-005
tblVehicleEF	MHD	1.7710e-003	5.4500e-004
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	8.4400e-004	2.8100e-004
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.46	0.05
tblVehicleEF	MHD	0.01	3.0020e-003
tblVehicleEF	MHD	4.4380e-003	1.4140e-003

tblVehicleEF	MHD	0.04	7.9510e-003
tblVehicleEF	MHD	0.31	0.30
tblVehicleEF	MHD	0.29	0.19
tblVehicleEF	MHD	6.47	0.87
tblVehicleEF	MHD	112.04	65.73
tblVehicleEF	MHD	1,012.07	964.20
tblVehicleEF	MHD	74.31	8.08
tblVehicleEF	MHD	0.28	0.36
tblVehicleEF	MHD	0.31	0.92
tblVehicleEF	MHD	7.93	1.74
tblVehicleEF	MHD	7.9000e-005	2.8600e-004
tblVehicleEF	MHD	2.2990e-003	7.7530e-003
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tblVehicleEF	MHD	9.6600e-004	8.9000e-005
tblVehicleEF	MHD	3.8440e-003	1.0730e-003
tblVehicleEF	MHD	0.07	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	2.2730e-003	6.4100e-004
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.40	0.04
tblVehicleEF	MHD	1.0830e-003	6.2400e-004
tblVehicleEF	MHD	9.7600e-003	9.1890e-003
tblVehicleEF	MHD	8.5700e-004	8.0000e-005
tblVehicleEF	MHD	3.8440e-003	1.0730e-003

tblVehicleEF	MHD	0.07	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	2.2730e-003	6.4100e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.44	0.04
tblVehicleEF	MHD	0.02	3.3770e-003
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tblVehicleEF	MHD	0.05	8.2380e-003
tblVehicleEF	MHD	0.58	0.41
tblVehicleEF	MHD	0.29	0.18
tblVehicleEF	MHD	6.81	0.92
tblVehicleEF	MHD	97.16	66.01
tblVehicleEF	MHD	1,012.07	964.19
tblVehicleEF	MHD	74.31	8.16
tblVehicleEF	MHD	0.26	0.38
tblVehicleEF	MHD	0.34	0.96
tblVehicleEF	MHD	7.97	1.74
tblVehicleEF	MHD	1.1400e-004	4.0500e-004
tblVehicleEF	MHD	2.2990e-003	7.7530e-003
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tblVehicleEF	MHD	1.9880e-003	5.8500e-004
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	0.03	0.02

tblVehicleEF	MHD	7.8900e-004	2.7500e-004
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tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.42	0.04
tblVehicleEF	MHD	9.4400e-004	6.2600e-004
tblVehicleEF	MHD	9.7600e-003	9.1890e-003
tblVehicleEF	MHD	8.6200e-004	8.1000e-005
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tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	7.8900e-004	2.7500e-004
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tblVehicleEF	OBUS	1.51	0.65
tblVehicleEF	OBUS	7.0000e-006	7.5000e-005

tblVehicleEF	OBUS	1.3370e-003	6.2060e-003
tblVehicleEF	OBUS	9.1200e-004	2.3200e-004
tblVehicleEF	OBUS	6.0000e-006	7.2000e-005
tblVehicleEF	OBUS	1.2540e-003	5.9170e-003
tblVehicleEF	OBUS	8.3800e-004	2.1400e-004
tblVehicleEF	OBUS	2.2600e-003	2.7710e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	8.8300e-004	1.1450e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.38	0.13
tblVehicleEF	OBUS	4.5500e-004	6.1300e-004
tblVehicleEF	OBUS	9.9630e-003	0.01
tblVehicleEF	OBUS	8.2800e-004	2.1400e-004
tblVehicleEF	OBUS	2.2600e-003	2.7710e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	8.8300e-004	1.1450e-003
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.41	0.14
tblVehicleEF	OBUS	0.01	9.1220e-003
tblVehicleEF	OBUS	9.6740e-003	7.2340e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.24	0.49
tblVehicleEF	OBUS	0.57	0.86

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tblVehicleEF	OBUS	48.02	63.54
tblVehicleEF	OBUS	1,007.78	1,447.07
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tblVehicleEF	OBUS	0.08	0.21
tblVehicleEF	OBUS	0.25	0.81
tblVehicleEF	OBUS	1.45	0.64
tblVehicleEF	OBUS	6.0000e-006	6.7000e-005
tblVehicleEF	OBUS	1.3370e-003	6.2060e-003
tblVehicleEF	OBUS	9.1200e-004	2.3200e-004
tblVehicleEF	OBUS	5.0000e-006	6.4000e-005
tblVehicleEF	OBUS	1.2540e-003	5.9170e-003
tblVehicleEF	OBUS	8.3800e-004	2.1400e-004
tblVehicleEF	OBUS	4.8050e-003	5.3950e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	2.3390e-003	2.6270e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.35	0.12
tblVehicleEF	OBUS	4.7100e-004	6.0700e-004
tblVehicleEF	OBUS	9.9630e-003	0.01
tblVehicleEF	OBUS	8.1700e-004	2.1000e-004
tblVehicleEF	OBUS	4.8050e-003	5.3950e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	2.3390e-003	2.6270e-003

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tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.39	0.13
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tblVehicleEF	OBUS	9.4210e-003	7.0490e-003
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tblVehicleEF	OBUS	1,007.78	1,447.04
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tblVehicleEF	OBUS	1.49	0.65
tblVehicleEF	OBUS	8.0000e-006	8.7000e-005
tblVehicleEF	OBUS	1.3370e-003	6.2060e-003
tblVehicleEF	OBUS	9.1200e-004	2.3200e-004
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tblVehicleEF	OBUS	2.3740e-003	2.9680e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	8.4200e-004	1.1520e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.06	0.09

tblVehicleEF	OBUS	0.37	0.13
tblVehicleEF	OBUS	4.3200e-004	6.2200e-004
tblVehicleEF	OBUS	9.9630e-003	0.01
tblVehicleEF	OBUS	8.2500e-004	2.1300e-004
tblVehicleEF	OBUS	2.3740e-003	2.9680e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	8.4200e-004	1.1520e-003
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tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	0.41	0.14
tblVehicleEF	SBUS	0.85	0.04
tblVehicleEF	SBUS	0.01	6.3500e-003
tblVehicleEF	SBUS	0.07	4.2050e-003
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tblVehicleEF	SBUS	1,224.98	335.22
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	6.4200e-004	3.1000e-005

tblVehicleEF	SBUS	0.01	3.4800e-003
tblVehicleEF	SBUS	2.6840e-003	2.7580e-003
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tblVehicleEF	SBUS	5.9000e-004	2.8000e-005
tblVehicleEF	SBUS	3.1500e-003	7.0200e-004
tblVehicleEF	SBUS	0.02	5.3270e-003
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tblVehicleEF	SBUS	9.1520e-003	9.2300e-003
tblVehicleEF	SBUS	0.30	0.02
tblVehicleEF	SBUS	0.01	3.1870e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.1200e-004	3.3000e-005
tblVehicleEF	SBUS	3.1500e-003	7.0200e-004
tblVehicleEF	SBUS	0.02	5.3270e-003
tblVehicleEF	SBUS	1.07	0.29
tblVehicleEF	SBUS	1.2590e-003	3.4700e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	9.1520e-003	9.2300e-003
tblVehicleEF	SBUS	0.33	0.03
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tblVehicleEF	SBUS	0.01	6.4280e-003
tblVehicleEF	SBUS	0.05	3.4810e-003
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tblVehicleEF	SBUS	8.8440e-003	3.0750e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
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tblVehicleEF	SBUS	2.6840e-003	2.7580e-003
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tblVehicleEF	SBUS	5.9000e-004	2.8000e-005
tblVehicleEF	SBUS	6.6930e-003	1.2680e-003
tblVehicleEF	SBUS	0.02	5.5830e-003
tblVehicleEF	SBUS	0.75	0.21
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tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	8.4100e-003	8.4450e-003
tblVehicleEF	SBUS	0.23	0.02
tblVehicleEF	SBUS	0.01	3.2560e-003
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tblVehicleEF	SBUS	4.7500e-004	3.0000e-005
tblVehicleEF	SBUS	6.6930e-003	1.2680e-003
tblVehicleEF	SBUS	0.02	5.5830e-003
tblVehicleEF	SBUS	1.07	0.29

tblVehicleEF	SBUS	3.3830e-003	6.7000e-004
tblVehicleEF	SBUS	0.13	0.11
tblVehicleEF	SBUS	8.4100e-003	8.4450e-003
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tblVehicleEF	SBUS	0.01	4.2230e-003
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tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.9000e-004	2.8000e-005
tblVehicleEF	SBUS	3.2650e-003	6.6500e-004
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.29	0.02
tblVehicleEF	SBUS	0.01	3.0910e-003
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tblVehicleEF	UBUS	0.52	0.08
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.06	2.6960e-003
tblVehicleEF	UBUS	1.2770e-003	1.9800e-004
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tblVehicleEF	UBUS	1.1750e-003	1.8200e-004
tblVehicleEF	UBUS	7.9640e-003	1.1340e-003
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tblVehicleEF	UBUS	0.02	1.0620e-003
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tblVehicleEF	UBUS	10.81	1.16
tblVehicleEF	UBUS	1,833.84	1,722.05
tblVehicleEF	UBUS	130.67	16.31
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tblVehicleEF	UBUS	13.57	0.15
tblVehicleEF	UBUS	0.52	0.08
tblVehicleEF	UBUS	0.01	0.03

tblVehicleEF	UBUS	0.06	2.6960e-003
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tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.3130e-003
tblVehicleEF	UBUS	0.05	2.5630e-003
tblVehicleEF	UBUS	1.1750e-003	1.8200e-004
tblVehicleEF	UBUS	0.02	2.1510e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.9070e-003	1.5020e-003
tblVehicleEF	UBUS	0.62	0.06
tblVehicleEF	UBUS	0.02	1.0390e-003
tblVehicleEF	UBUS	0.89	0.06
tblVehicleEF	UBUS	9.9550e-003	3.8500e-003
tblVehicleEF	UBUS	1.5030e-003	1.6100e-004
tblVehicleEF	UBUS	0.02	2.1510e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	9.9070e-003	1.5020e-003
tblVehicleEF	UBUS	2.47	4.28
tblVehicleEF	UBUS	0.02	1.0390e-003
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tblVehicleEF	UBUS	0.07	0.02
tblVehicleEF	UBUS	9.02	32.68
tblVehicleEF	UBUS	12.84	1.37
tblVehicleEF	UBUS	1,833.84	1,722.05
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tblVehicleEF	UBUS	5.24	0.37

tblVehicleEF	UBUS	13.66	0.16
tblVehicleEF	UBUS	0.52	0.08
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.06	2.6960e-003
tblVehicleEF	UBUS	1.2770e-003	1.9800e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.3130e-003
tblVehicleEF	UBUS	0.05	2.5630e-003
tblVehicleEF	UBUS	1.1750e-003	1.8200e-004
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tblVehicleEF	UBUS	3.5160e-003	6.5800e-004
tblVehicleEF	UBUS	0.61	0.06
tblVehicleEF	UBUS	0.02	1.2250e-003
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tblVehicleEF	UBUS	1.5390e-003	1.6500e-004
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tblVehicleEF	UBUS	0.13	9.6290e-003
tblVehicleEF	UBUS	3.5160e-003	6.5800e-004
tblVehicleEF	UBUS	2.45	4.28
tblVehicleEF	UBUS	0.02	1.2250e-003
tblVehicleEF	UBUS	1.08	0.07
tblVehicleTrips	ST_TR	1.32	0.11
tblVehicleTrips	SU_TR	0.68	0.11
tblVehicleTrips	WD_TR	6.97	0.11
tblWater	IndoorWaterUseRate	231,250.00	0.00

tblWater	OutdoorWaterUseRate	0.00	1,466,329.50

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					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.0000e-005	1.9000e-004	5.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1798	0.1798	1.0000e-005	0.0000	0.1800
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	3.9460	3.9460	0.0000	0.0000	3.9460
Total	**5.1100e-003**	**1.9000e-004**	**5.7000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**4.1258**	**4.1258**	**1.0000e-005**	**0.0000**	**4.1260**

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	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.0000e-005	1.9000e-004	5.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1798	0.1798	1.0000e-005	0.0000	0.1800
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	3.9460	3.9460	0.0000	0.0000	3.9460
Total	**5.1100e-003**	**1.9000e-004**	**5.7000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**4.1258**	**4.1258**	**1.0000e-005**	**0.0000**	**4.1260**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/8/2022	3/7/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	0	0.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

3.2 Site Preparation - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.0000e-005	1.9000e-004	5.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1798	0.1798	1.0000e-005	0.0000	0.1800
Unmitigated	4.0000e-005	1.9000e-004	5.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1798	0.1798	1.0000e-005	0.0000	0.1800

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.11	0.11	0.11	423	423
Total	0.11	0.11	0.11	423	423

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 Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.545462	0.034783	0.175214	0.104547	0.016326	0.005139	0.008963	0.095912	0.001419	0.002092	0.008487	0.000707	0.000948

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

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 Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	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 Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	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	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	5.0700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

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	1.1600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**5.0700e-003**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

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	1.1600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**5.0700e-003**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.9460	0.0000	0.0000	3.9460
Unmitigated	3.9460	0.0000	0.0000	3.9460

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 1.46633	3.9460	0.0000	0.0000	3.9460
Total		**3.9460**	**0.0000**	**0.0000**	**3.9460**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 1.46633	3.9460	0.0000	0.0000	3.9460
Total		**3.9460**	**0.0000**	**0.0000**	**3.9460**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation