Appendix B

Air Quality and Greenhouse Gas Emissions Technical Report

FINAL

Air Quality and Greenhouse Gas Emissions Technical Report

Elephant Hill Project

OCTOBER 2025

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
°C	degrees Celsius
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AB	Assembly Bill
AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California's Green Building Standards
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
CH_4	methane
City	City of Pomona
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
DPM	diesel particulate matter
EIR	environmental impact report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EV	electric vehicle
GHG	greenhouse gas
gpm	gallons per minute
GWP	global warming potential
H_2S	hydrogen sulfide
HAP	hazardous air pollutant
HCFCs	hydrochlorofluorocarbons
HFC	hydrofluorocarbon
HVAC	heating, ventilation, and air conditioning
IPCC	Intergovernmental Panel on Climate Change
kW	kilowatt
LCFS	Low Carbon Fuel Standard
MEIR	Maximum Exposed Individual Resident
MT	metric tons

Acronym/Abbreviation	Definition
MMT	million metric ton
MPO	metropolitan planning organization
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NF_3	nitrogen trifluoride
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
O_3	ozone
PFC	perfluorocarbon
PGM	photochemical grid model
PM_{10}	particulate matter with an aerodynamic diameter less than or equal to 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
ppb	parts per billion
ppm	parts per million
Project	Elephant Hill Project
psi	pounds per square inch
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SLCP	short-lived climate pollutant
SO_2	sulfur dioxide
SO_x	sulfur oxides
TAC	toxic air contaminants
VOC	volatile organic compound
ZEV	zero emission vehicle
SO_x	sulfur oxides
SR	State Route

Executive Summary

Purpose

The purpose of this technical report is to assess the potential air quality and greenhouse gas (GHG) emissions impacts associated with implementation of the proposed Elephant Hill project (project). This assessment utilizes the significance thresholds in Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.) and is based on the emissions-based significance thresholds recommended by the South Coast Air Quality Management District (SCAQMD) and other applicable thresholds of significance, including the City of Pomona's (City) guidance.

Project Overview

The project proposes development of approximately 228 residential dwelling units, including 68 single-family units and 160 multi-family units. The proposed multi-family residential units would be comprised of 94 two-story duplexes and 66 three-story townhomes. The project would also include a 0.75-acre recreation area, which would include a pool and community spa, multi-purpose room, various courtyard and event areas, restrooms, a dining and sun deck area, a cabana terrace, and an event lawn area; private internal circulation improvements, such as internal driveways, alleys, and connections to West Mission Boulevard and Sorrento Drive; utility improvements, such as drainage, water, and wastewater; landscaping; and 666 parking spaces.

Air Quality

The air quality impact analysis evaluates the potential for adverse impacts to air quality due to construction and operational emissions resulting from the project. Impacts were evaluated for their significance based on the SCAQMD maximum daily criteria air pollutant thresholds of significance (SCAQMD 2023). Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and lead. Pollutants that are evaluated include reactive organic gases (ROG) (also referred to as volatile organic compounds), oxides of nitrogen (NO_x), CO, sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$. ROG and NO_x are important because they are precursors to O_3.

Air Quality Plan Consistency

Implementation of the project would not conflict with the land use designation for the project site and thus, the associated demographic growth forecasts in the Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS); therefore, the project would also be consistent with the SCAQMD 2022 Air Quality Management Plan (AQMP), which based future emission estimates on the SCAG 2020 RTP/SCS. The project would also not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations because the project would not exceed the SCAQMD significance thresholds for any criteria air pollutant. Based on these considerations, impacts related to the project's potential to conflict with or obstruct implementation of the applicable air quality plan would be less than significant.

Potential to Result in a Cumulatively Considerable Net Increase of Any Nonattainment Criteria Pollutant

Construction Criteria Air Pollutant Emissions

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and ROG off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Emissions from the construction phase of the project were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.29. Construction of the project would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. Impacts would be less than significant.

Operational Criteria Air Pollutant Emissions

Operation of the project would generate criteria pollutant (including VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$) emissions from mobile sources (vehicular traffic), area sources (consumer products, architectural coatings, and landscaping equipment), and energy sources (electricity consumption). Emissions from the operational phase of the project were estimated using CalEEMod Version 2022.1.1.29. Operational year 2030 was assumed for buildout of the project. operational emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ resulting from development of the project would not exceed the SCAQMD maximum daily significance thresholds. Impacts would be less than significant.

Exposure of Sensitive Receptors

Impacts related to cancer risk from unmitigated diesel particulate matter (DPM) emissions, which is a toxic air contaminant (TAC), would exceed the SCAQMD's cancer risk threshold at the Maximum Exposed Individual Resident (MEIR); however, construction emissions would be below the Chronic Hazard Index at the MEIR. With implementation of mitigation measure MM-AQ-1, which requires the use of Tier 4 Final engines on construction equipment, DPM emissions and the associated construction cancer risk impacts would be less than significant at the MEIR.

Regarding long-term operations, based on the proposed land uses, the project would not result in any long-term sources of TACs. Therefore, the potential health risk impacts associated with project operations would be less than significant.

Since sensitive receptors would be located at the project, a roadway health risk assessment was performed in order to evaluate the potential health risks associated with the State Route (SR) 57 freeway. The roadway HRA finds that exposure from SR-57 would result in a cancer risk which is less than the SCAQMD 10 in 1 million threshold. The potential chronic health risk to residences would also not exceed the SCAQMD significance threshold of 1.0. Thus, the residential receptors at the project site would not have a cancer and chronic health risk impacts as a result of proximity to SR-57 that are less than the SCAQMD health risk thresholds.

Operation of the project would not expose sensitive receptors to localized high concentrations of CO or contribute traffic volumes to intersections that would cause a CO hotspot. As such, potential operational CO hotspot impacts would be less than significant.

Other Emissions (Odors)

The analysis of other emissions is focused on the potential for an odor impact to occur. Potential odors produced during project construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application, which would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Impacts associated with odors during construction would be less than significant. The project would not include land uses with sources that have the potential to generate substantial odors and impacts associated with odors during operation would be less than significant.

Greenhouse Gas Emissions

Global climate change is primarily considered a cumulative impact but must also be evaluated on a project-level under CEQA. A project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHG emissions. GHGs are gases that absorb infrared radiation in the atmosphere. Principal GHGs regulated under state and federal law and regulations and which are evaluated herein include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). GHG emissions are measured in metric tons of CO_2 equivalent (MT CO_2e), which account for weighted global warming potential factors for CH_4 and N_2O.

Project-Generated Construction and Operational Greenhouse Gas Emissions

The threshold applied to assess the potential for the project to generate GHG emissions either directly or indirectly that may have a significant impact on the environment was the SCAQMD's recommended significance threshold of 3,000 MT CO_2e per year. Construction emissions were amortized over a 30-year project lifetime and added to operational emissions.

Construction of the project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The estimated total GHG emissions during construction would be approximately 1,968 MT CO_2e. Estimated project-generated construction emissions amortized over 30 years would be approximately 66 MT CO_2e per year.

Operation of the project would generate GHG emissions from area sources (e.g., landscape maintenance), energy sources (e.g., electricity), mobile sources, solid waste, water supply and wastewater treatment, and refrigerants. Estimated annual project-generated GHG emissions would be approximately 2,125 MT CO_2e per year as a result of project operations. Estimated annual project-generated operational emissions plus amortized project construction emissions (66 MT CO_2e per year) would be approximately 2,191 MT CO_2e per year. Total annual emissions would not exceed the SCAQMD threshold of 3,000 MT CO_2e per year and would not be cumulatively considerable.

Consistency with Applicable Greenhouse Gas Reduction Plans

Development of the project site would be consistent with the City's Green Plan and would not conflict with the California Air Resources Board Scoping Plan, Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, and other applicable GHG-related regulations and policies of the City's General Plan, as applicable. As such, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and no mitigation is required. This impact would be less than significant.

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1 Introduction

1.1 Report Purpose and Scope

The purpose of this technical report is to assess the potential air quality and greenhouse gas (GHG) emissions impacts associated with implementation of the proposed Elephant Hill project (project). This assessment uses the significance thresholds in Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.) and is based on the emissions-based significance thresholds recommended by the South Coast Air Quality Management District (SCAQMD) and other applicable thresholds of significance.

This introductory section provides a description of the project and the project location. Section 2, Air Quality, describes the air quality–related environmental setting, regulatory setting, existing air quality conditions, and thresholds of significance and analysis methodology, and presents an air quality impact analysis per Appendix G of the CEQA Guidelines. Section 3, Greenhouse Gas Emissions, follows the same format as Section 2 and similarly describes the GHG emissions–related environmental setting, regulatory setting, existing climate changes conditions, and thresholds of significance and analysis methodology, and presents a GHG emissions impact analysis per Appendix G of the CEQA Guidelines. Section 4, References Cited, includes a list of the references cited. Section 5, List of Preparers, includes a list of those who prepared this technical report.

1.2 Project Location and Setting

The 120.6-acre project site is located at Elephant Hill, a largely undeveloped foothill within the City of Pomona (see Figure 1, Project Location). Specifically, the project site is located directly to the east of State Route (SR)-57, south of the Union Pacific Railroad tracks right-of-way, north of Mission Boulevard, and approximately 370 feet west of Humane Way. The project site consists of three parcels (Assessors' Parcel Numbers 8707-020-001, 8707-020-008, and 8708-021-058). The project site is designated as Open Space and Urban Neighborhood in the City's General Plan (City of Pomona 2014). The northern portion of the project site is zoned as Open Space (O) while the southern portion of the site is zoned as Planned Residential Development (PRD). A small portion of the site adjacent to Mission Road is within the Phillips Ranch Specific Plan - Multiple Family Residential (PRSP). The site is also located within the Senate Bill 330 overlay, which provides enhanced streamlining and the vesting of development standards to qualifying housing development projects seeking discretionary approval. While the project site is primarily undeveloped, the site is surrounded residential uses to the south and southwest, industrial and commercial uses to the west past SR-57, public facilities to the southeast, and the Union Pacific Railroad right-of-way, Spadra Cemetery and the Pomona Water Reclamation Plant to the north. Development further north of the Southern Pacific Railroad tracks consists of largely commercial uses.

1.3 Project Description

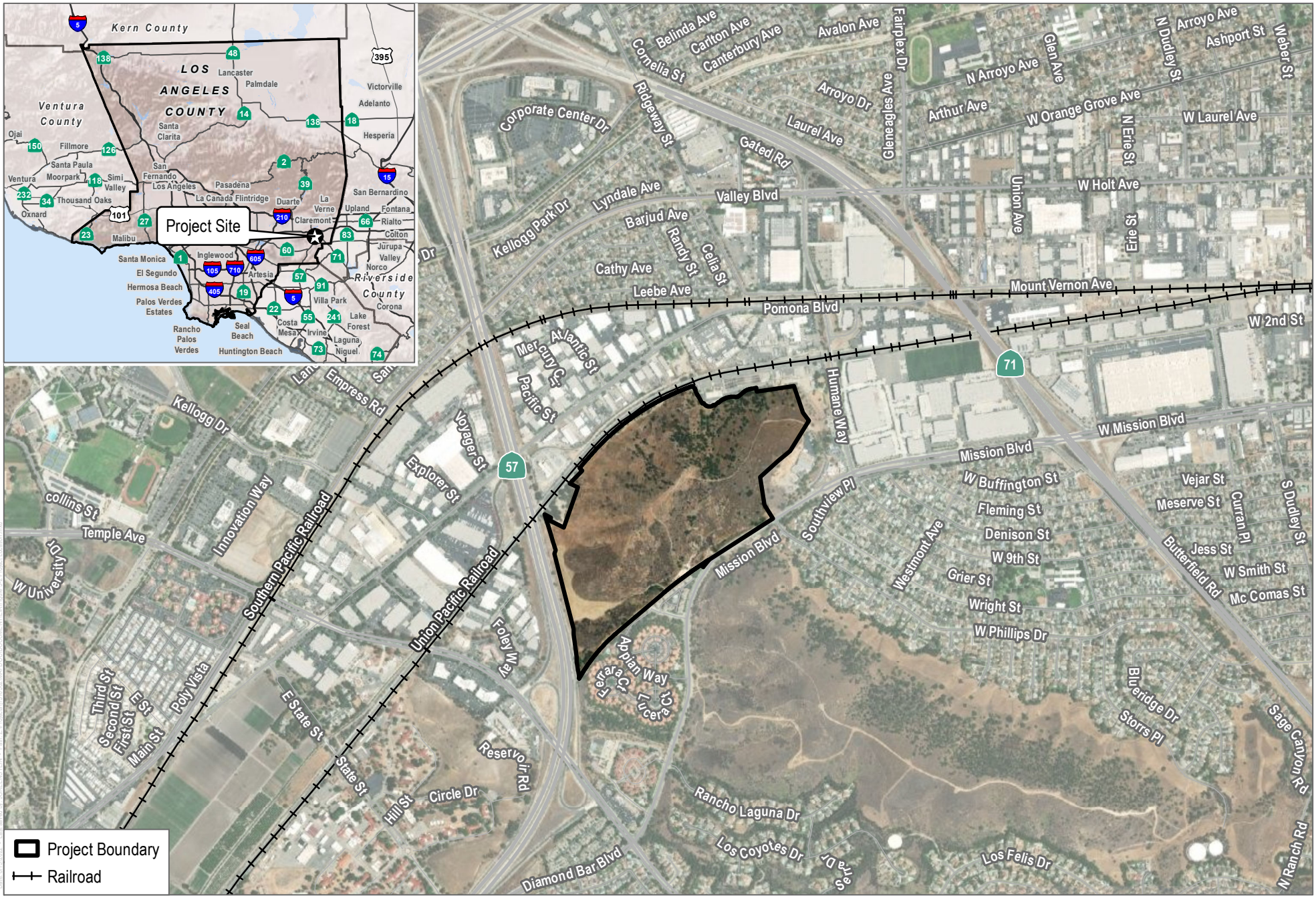
The proposed project development would be focused within the southwestern area of the site (development area) that is designated as Urban Neighborhood (Figure 2, Development Area Site Plan). The development area would include single- and multi-family residential units, a recreational center; developed and undeveloped open space, including landscaped slopes and fuel modification areas; utility infrastructure; and circulation and parking. In addition, the project would include a trail with outlooks along the western perimeter of the development area. The

remaining area of the project site would remain as undeveloped open space (open space area). Biological habitat mitigation is proposed within the northern portion of open space area.

The proposed project would include 228 residential dwelling units, with 68 single-family units and 160 multi-family units, to be located within the approximately 11.57-acre residential area. The proposed multi-family residential units would be comprised of 94 two-story duplexes and 66 three-story townhomes. The project would include a series of internal private streets that would connect to the public street system at Sorrento Drive and Mission Boulevard, both located to the south of the development area. On-site parking would total 666 parking spaces, and would include surface head-in parking, garage parking, and on-street parking. On-site utility improvements would include stormwater, water, sewer, electrical, and other dry utilities, to be located within the development area. In addition, off-site utility connections would be required within the nearby Mission Boulevard and Sorrento Drive, as well as an off-site sewer connection to the Humane Society property, located to the southeast of the project site.

The project would involve grading of 35.98 acres. Grading would involve 1,556,000 cubic yards of cut and 1,537,000 cubic yards of fill. Furthermore, the earth movement quantity for the slope stabilization is 38,000 cubic yards of cut, which will be used within the overall project grading. The project proposes to cut into the hill area and utilize that material to create terraces at the base of the hillside. Excess fill materials would be exported to a nearby landfill or construction site in need of fill for reuse. Blasting would be required in order to cut into the hillside. Grading would be completed within one phase and would be expected to begin January 2026. Terraces would be retained by a mechanically stabilized earth (MSE) retaining wall. The MSE will be constructed of precast concrete panels and the entire height of the retaining walls will measure between 22 and 25 feet in height. Equipment and material staging would be limited to the development area. Construction activities would be phased over approximately 4 years.

While the project does not propose any land use or zoning change, the project includes a Conditional Use Permit, a Tentative Tract Map/Parcel Map, and a Major Oak Tree Permit.



SOURCE: Open Street Map; County of Los Angeles; Bing Maps

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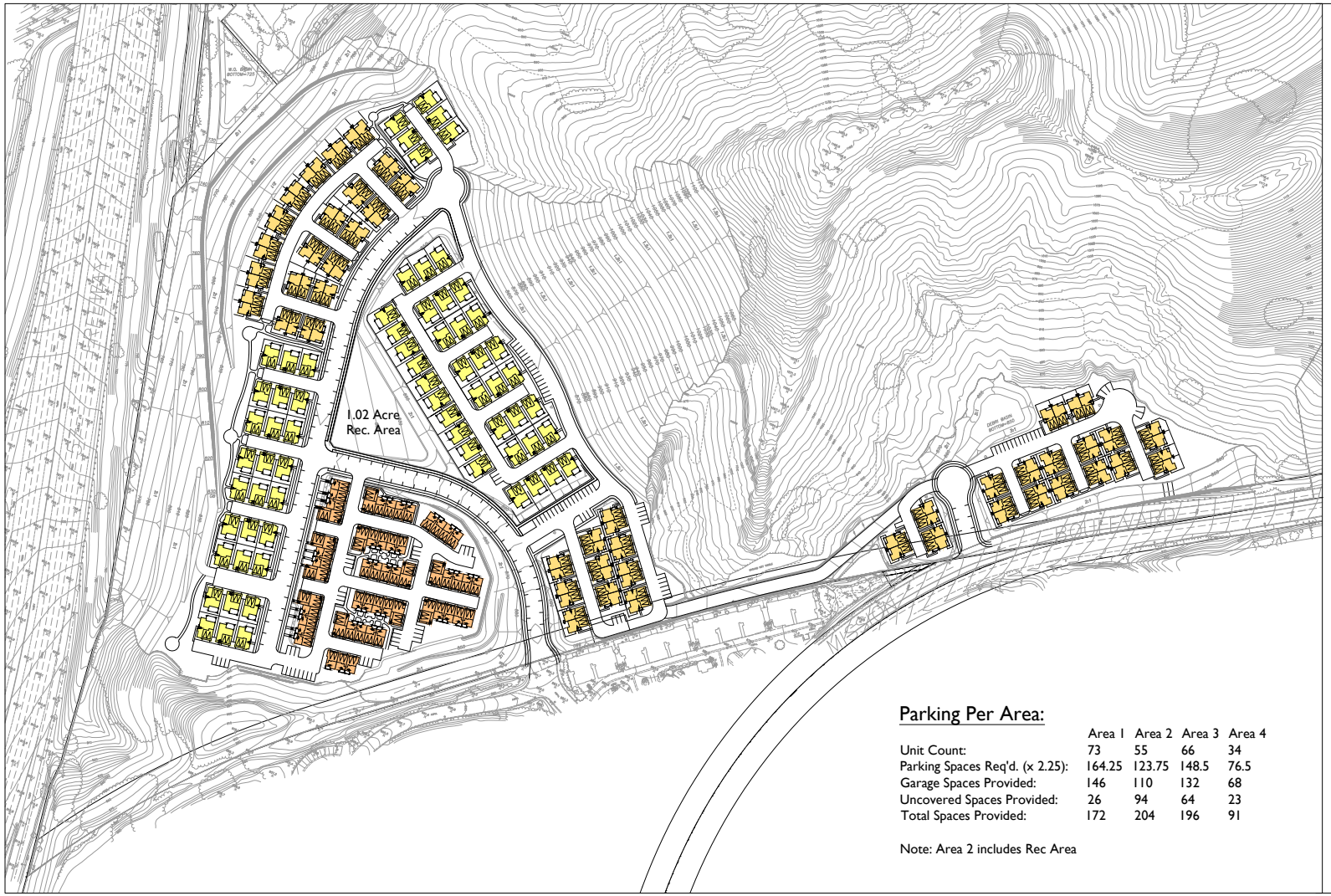
0 1,000 2,000 Feet

FIGURE 1

Project Location

Elephant Hill Project

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Site Summary:

Total:	228 Units
2-Story Cluster SFD	68
2-Story Duplex	94
3-Story Row/Towns	66

Parking Summary:

Unit Count:	228
Parking Spaces Required:	513
Garage Spaces Provided:	456
Uncovered Spaces Provided:	210
Total Spaces Provided:	666
Parking Ratio:	2.92:1

Note:
Assumes Multi-Family Parking Requirement (Per Section .503-H.D.1: 2 Garage and .25 Guest Spaces per unit)

Parking Per Area:

	Area 1	Area 2	Area 3	Area 4
Unit Count:	73	55	66	34
Parking Spaces Req'd. (x 2.25):	164.25	123.75	148.5	76.5
Garage Spaces Provided:	146	110	132	68
Uncovered Spaces Provided:	26	94	64	23
Total Spaces Provided:	172	204	196	91

Note: Area 2 includes Rec Area

North

Original Scale : 1"= 100'

20 OCT 2022

SOURCE: Bassenian Lagoni 2022

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FIGURE 2

Development Area Site Plan

Elephant Hill Project

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2 Air Quality

2.1 Environmental Setting

The proposed project is located within the South Coast Air Basin (SCAB). The SCAB is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB's air pollution problems are a consequence of the combination of emissions from the nation's second-largest urban area, meteorological conditions that hinder dispersion of those emissions, and mountainous terrain surrounding the SCAB that traps pollutants as they are pushed inland with the sea breeze (SCAQMD 2017). Meteorological and topographical factors that affect air quality in the SCAB are described below.[1]

Air pollutants are emitted by a variety of sources, including mobile sources (vehicles), area sources (hearths, consumer product use, architectural coatings, and landscape maintenance equipment), and stationary sources (generators or other stationary equipment). Some air pollutants need to be examined at the local level, and others are predominately an issue at the regional level. For instance, ozone (O_3) is formed in the atmosphere in the presence of sunlight by a series of chemical reactions involving oxides of nitrogen (NO_x) and reactive organic gas (ROG) (also termed volatile organic compounds (VOCs)). Because these reactions are broad scale in effects, O_3 is typically analyzed at the regional level (i.e., in the SCAB) rather than the local level. On the other hand, air pollutants such as coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), and toxic air contaminants (TACs) are a potential concern in the immediate vicinity of the pollutant source because the pollutants are emitted directly by or are formed close to the source. Therefore, the study area for emissions of PM_{10}, $PM_{2.5}$, CO, and TACs is the local area near the source, such as in the vicinity of the project site, and the study area for regional pollutants such as NO_x and ROGs is the entire SCAB.

2.1.1 Meteorological and Topographical Conditions

Air quality is a function of the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features that influence pollutant movement and dispersal. Atmospheric conditions such as wind speed, wind direction, atmospheric stability, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants, and consequently affect air quality.

The SCAB generally lies in the semi-permanent, high-pressure zone of the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (e.g., weather and topography) as well as of man-made influences (e.g., development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the SCAB.

Moderate temperatures, comfortable humidity, and limited precipitation characterize the climate in the SCAB. The average annual temperature varies little throughout the basin, averaging 75 degrees Fahrenheit (°F). However, with a less pronounced oceanic influence, the eastern inland portions of the basin show greater variability in annual minimum and maximum temperatures. All portions of the SCAB have recorded temperatures over 100 °F in recent

[1] The discussion of meteorological and topographical conditions of the SCAB is based on information provided in the *Final 2016 Air Quality Management Plan* (SCAQMD 2017).

years. Although the SCAB has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. Annual average relative humidity is 70% at the coast and 57% in the eastern part of the basin. Precipitation in the SCAB is typically 9 to 14 inches annually and is rarely in the form of snow or hail, due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the basin.

The City of Pomona's (City) climate is characterized by relatively low rainfall, with warm summers and mild winters. Average temperatures range from a high of 76 degrees Fahrenheit (°F) in August to a low of 65°F in January. Precipitation averages about 1.40 to 2.67 inches, falling mostly from November through March (Western Regional Climate Center (WRCC) 2016).[2]

2.1.2 Pollutants and Effects

2.1.2.1 Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The national and California standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O_3, nitrogen dioxide (NO_2), CO, sulfur dioxide (SO_2), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and lead. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. These pollutants, as well as TACs, are discussed in the following paragraphs.[3]

Ozone. O_3 is a strong-smelling, pale blue, reactive, toxic chemical gas consisting of three oxygen atoms. It is a secondary pollutant formed in the atmosphere by a photochemical process involving the sun's energy and O_3 precursors. These precursors are mainly NO_x and ROG. The maximum effects of precursor emissions on O_3 concentrations usually occur several hours after they are emitted and many miles from the source. Meteorology and terrain play major roles in O_3 formation, and ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. O_3 exists in the upper atmosphere O_3 layer (stratospheric O_3) and at the Earth's surface in the troposphere (ground-level O_3).[4] The O_3 that the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) regulate as a criteria air pollutant is produced close to the ground level, where people live, exercise, and breathe. Ground-level O_3 is a harmful air pollutant that causes numerous adverse health effects and is thus considered "bad" O_3. Stratospheric, or "good," O_3 occurs naturally in the upper atmosphere, where it reduces the amount of ultraviolet light (i.e., solar radiation) entering the Earth's atmosphere. Without the protection of the beneficial stratospheric O_3 layer, plant and animal life would be seriously harmed.

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2 Local climate data for the City is based on the closest and most-representative station measured by the Western Regional Climate Center, which is the Pomona Fairplex (047050) climatological station.

3 The descriptions of the criteria air pollutants and associated health effects are based on the U.S. Environmental Protection Agency's "Criteria Air Pollutants" (EPA 2021a), as well as the California Air Resources Board's "Glossary" (CARB 2019a) and CARB's "Common Air Pollutants" (CARB 2022a).

4 The troposphere is the layer of the Earth's atmosphere nearest to the surface of the Earth. The troposphere extends outward about 5 miles at the poles and about 10 miles at the equator.

O_3 in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes (EPA 2013).

Inhalation of O_3 causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to O_3 can reduce the volume of air that the lungs breathe in, thereby causing shortness of breath. O_3 in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from O_3 exposure vary widely among individuals, even when the dose and the duration of exposure are the same. Research shows adults and children who spend more time outdoors participating in vigorous physical activities are at greater risk from the harmful health effects of O_3 exposure. While there are relatively few studies on the effects of O_3 on children, the available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are a number of reasons why children may be more susceptible to O_3 and other pollutants. Children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults. Also, children are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults. Children, adolescents and adults who exercise or work outdoors, where O_3 concentrations are the highest, are at the greatest risk of harm from this pollutant (CARB 2019b).

Nitrogen Dioxide. NO_2 is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO), which is a colorless, odorless gas. NO_x plays a major role, together with ROG, in the atmospheric reactions that produce O_3. NO_x is formed from fuel combustion under high temperature or pressure. In addition, NO_x is an important precursor to acid rain and may affect both terrestrial and aquatic ecosystems. The two major emissions sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers. NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections (EPA 2016).

A large body of health science literature indicates that exposure to NO_2 can induce adverse health effects. The strongest health evidence, and the health basis for the ambient air quality standards for NO_2, results from controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics. In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO_2 exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children with higher levels of exposure compared to children with lower exposure levels. In addition, children with asthma have a greater degree of airway responsiveness compared with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB 2019c).

Carbon Monoxide. CO is a colorless, odorless gas formed by the incomplete combustion of hydrocarbon, or fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a nonreactive air pollutant that dissipates relatively quickly; therefore, ambient CO

concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, which is a typical situation at dusk in urban areas from November to February. The highest levels of CO typically occur during the colder months of the year, when inversion conditions are more frequent.

CO is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion and reduced mental alertness, light-headedness, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (CARB 2019d).

Sulfur Dioxide. SO_2 is a colorless, pungent gas formed primarily from incomplete combustion of sulfur-containing fossil fuels. The main sources of SO_2 are coal and oil used in power plants and industries; as such, the highest levels of SO_2 are generally found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels.

Controlled human exposure and epidemiological studies show that children and adults with asthma are more likely to experience adverse responses with SO_2 exposure, compared with the non-asthmatic population. Effects at levels near the 1-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Also, exposure at elevated levels of SO_2 (above 1 parts per million [ppm]) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality. Older people and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects (CARB 2019e).

SO_2 is of concern both because it is a direct respiratory irritant and because it contributes to the formation of sulfate and sulfuric acid in particulate matter (NRC 2005). People with asthma are of particular concern, both because they have increased baseline airflow resistance and because their SO_2-induced increase in airflow resistance is greater than in healthy people, and it increases with the severity of their asthma (NRC 2005). SO_2 is thought to induce airway constriction via neural reflexes involving irritant receptors in the airways (NRC 2005).

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. PM_{10} consists of particulate matter that is 10 microns or less in diameter, which is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. $PM_{2.5}$ consists of particulate matter that is 2.5 microns or less in diameter, which is

roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., from motor vehicles and power generation and industrial facilities), residential fireplaces, and woodstoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as sulfur oxides (SO_x), NO_x, and ROG.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances such as lead, sulfates, and nitrates can cause lung damage directly or be absorbed into the bloodstream, causing damage elsewhere in the body. Additionally, these substances can transport adsorbed gases such as chlorides or ammonium into the lungs, also causing injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissue. Suspended particulates also damage and discolor surfaces on which they settle and produce haze and reduce regional visibility.

A number of adverse health effects have been associated with exposure to both $PM_{2.5}$ and PM_{10}. For $PM_{2.5}$, short-term exposures (up to 24-hour duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all of the common air pollutants, $PM_{2.5}$ is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and worldwide based on the World Health Organization's Global Burden of Disease project. Short-term exposures to PM_{10} have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits (CARB 2017a).

Long-term exposure (months to years) to $PM_{2.5}$ has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM_{10} are less clear, although several studies suggest a link between long-term PM_{10} exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer (CARB 2017a).

Lead. Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phaseout of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phaseout of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient (IQ) performance, psychomotor performance, reaction time, and growth. Children are highly susceptible to the effects of lead.

Sulfates. Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO_2 in the atmosphere and can result in respiratory impairment, as well as reduced visibility.

Vinyl Chloride. Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer.

Hydrogen Sulfide. Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, and sewage treatment plants. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Visibility-Reducing Particles. Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for $PM_{2.5}$.

Reactive Organic Gases. Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O_3 are referred to and regulated as ROG or VOCs. Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

The primary health effects of ROG result from the formation of O_3 and its related health effects. High levels of ROG in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate ambient air quality standards for ROG as a group.

2.1.2.2 Non-Criteria Air Pollutants

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic non-cancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the state of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

Diesel Particulate Matter. Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70 the diameter of a human hair), and thus is a subset of $PM_{2.5}$ (CARB 2019f). DPM is typically composed of carbon particles ("soot," also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (CARB 2019f). The CARB classified "particulate emissions from diesel-fueled engines" (i.e., DPM) (17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines, including trucks, buses, and cars, and off-road diesel engines, including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000). Because it is part of $PM_{2.5}$, DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure. These effects include premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies (CARB 2019f). Those most vulnerable to non-cancer health effects are children, whose lungs are still developing, and older people, who often have chronic health problems.

Odorous Compounds. Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

2.1.3 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). The SCAQMD identifies sensitive receptors as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

The closest off-site sensitive receptors to the project are single-family and multi-family residences, immediately adjacent to the proposed project to the south. Furthermore, the closest schools to the proposed project are the Westmont Elementary School, which is located approximately 2,620 feet to the east and the Kellogg Polytechnic Elementary School, which is located approximately 3,100 feet to the northwest.

2.2 Regulatory Setting

2.2.1 Federal Regulations

2.2.1.1 Criteria Air Pollutants

The federal Clean Air Act, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. EPA is responsible for implementing most aspects of the Clean Air Act, including setting National Ambient Air Quality Standards (NAAQS) for major air pollutants; setting hazardous air pollutant (HAP) standards; approving state attainment plans; setting motor vehicle emission standards; issuing stationary source emission standards and permits; and establishing acid rain control measures, stratospheric O_3 protection measures, and enforcement provisions. Under the Clean Air Act, NAAQS are established for the following criteria pollutants: O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O_3, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O_3, NO_2, SO_2, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan that demonstrates how those areas will attain the standards within mandated time frames.

2.2.1.2 Hazardous Air Pollutants

The 1977 federal Clean Air Act amendments required EPA to identify national emission standards for hazardous air pollutants to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal Clean Air Act Amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

2.2.2 State Regulations

2.2.2.1 Criteria Air Pollutants

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before a basin can attain the standard. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, and $PM_{2.5}$ and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 1.

Table 1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
O_3	1 hour	0.09 ppm (180 µg/m³)	—	Same as Primary Standard[f]
	8 hours	0.070 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)[f]	
NO_2[g]	1 hour	0.18 ppm (339 µg/m³)	0.100 ppm (188 µg/m³)	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	
CO	1 hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8 hours	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
SO_2[h]	1 hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m³)
	24 hours	0.04 ppm (105 µg/m³)	0.14 ppm (for certain areas)[g]	—
	Annual	—	0.030 ppm (for certain areas)[g]	—
PM_{10}[i]	24 hours	50 µg/m³	150 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m³	—	
$PM_{2.5}$[i]	24 hours	—	35 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m³	9.0 µg/m³	15.0 µg/m³
Lead[j,k]	30-day Average	1.5 µg/m³	—	—
	Calendar Quarter	—	1.5 µg/m³ (for certain areas)[k]	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m³	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m³)	—	—
Vinyl chloride[j]	24 hours	0.01 ppm (26 µg/m³)	—	—
Sulfates	24 hours	25 µg/m³	—	—

Table 1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
Visibility reducing particles	8 hours (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	—	—

Source: CARB 2024a, EPA 2024a.

Notes: µg/m³ = micrograms per cubic meter; mg/m³= milligrams per cubic meter; ppm = parts per million by volume; O_3 = ozone; NO_2 = nitrogen dioxide; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns.

[a] California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter (PM_{10}, $PM_{2.5}$), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[e] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f] On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[g] To attain the national 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[h] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the national 1-hour standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[i] In 2024, the national annual $PM_{2.5}$ primary standard was lowered from 12.0 µg/m³ to 9.0 µg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m³ were also retained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.

[j] CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[k] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

2.2.2.2 Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under AB 1807 (Tanner). The California TAC list identifies more than 700 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) HAPs. In 1987, the Legislature enacted the Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) to address public concern over the release of TACs into the atmosphere. AB 2588 law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years. TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment (HRA), and if specific thresholds are exceeded, the facility operator is required to communicate the results to the public in the form of notices and public meetings.

In 2000, CARB approved a comprehensive diesel risk reduction plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines (CARB 2000). The regulation is anticipated to result in an 80% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. There are several Airborne Toxic Control Measures that reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

California Health and Safety Code Section 41700

This section of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

2.2.3 Local Regulations

2.2.3.1 South Coast Air Quality Management District

The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the SCAB, where the proposed project is located. The SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. The SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain state and federal ambient air quality standards in the SCAB. The SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

The most-recently adopted AQMP is the 2022 AQMP (SCAQMD 2022a), which was adopted by the SCAQMD governing board on December 2, 2022. The 2022 AQMP is a regional blueprint for achieving air quality standards and healthful air. The 2022 AQMP addresses the attainment of the 2015 8-hour ozone standard (70 parts per billion) for the SCAB and the Coachella Valley, extending the deadline to 2037. The 2022 AQMP also includes a variety of strategies relying on NO_x emissions reductions through economy-wide transition to zero emission technologies when cost-effective and feasible, and ultra-low emission technologies in other applications, best management practices, co-benefits from existing programs such as climate and energy efficiency policies, and incentive approaches where applicable (SCAQMD 2022a).

The 2016 AQMP addresses criteria air pollutant emissions from ocean-going vessels, which are considered federal sources, and includes emissions associated with marine vessels and engines in the baseline year and future forecasts. The 2016 AQMP's overall control strategy is an integral approach relying on fair-share emission reductions from federal, state, and local levels. The 2016 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources (SCAQMD 2017). These control strategies are to be implemented in partnership with CARB and the EPA.

The previous AQMP was the 2012 AQMP, which was adopted in February 2013 (SCAQMD 2013). The 2012 AQMP proposed policies and measures to achieve national and California standards for improved air quality in the SCAB and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction. The 2012 AQMP is designed to meet applicable federal and state requirements for O_3 and particulate matter. The 2012 AQMP documents that attainment of the federal 24-hour $PM_{2.5}$ standard is impracticable by 2015 and the SCAB should be classified as a Serious nonattainment area along with the appropriate federal requirements. The 2012 AQMP includes the planning requirements to meet the 1-hour O_3 standard. The 2012 AQMP demonstrates attainment of the federal 24-hour $PM_{2.5}$ standard by 2014 in the SCAB through adoption of all feasible measures. Finally, the 2012 AQMP updates the EPA-approved 8-hour O_3 control plan with new measures designed to reduce reliance on the Clean Air Act section 182(e)(5) long-term measures for NO_x and VOC reductions. The 2012 AQMP reduction and control measures, which are outlined to mitigate emissions, are based on existing and projected land use and development. The EPA, with a final ruling on April 14, 2016, approved the Clean Air Act planning requirements for the 24-hour $PM_{2.5}$ standard portion and on September 3, 2014, approved the 1-hour O_3 Clean Air Act planning requirements.

SCAQMD establishes and administers a program of rules and regulations to attain and maintain state and national air quality standards and regulations related to TACs. The rules and regulations that may apply to the project include, but would not be limited to, the following:

Regulation II – Permits:

- **Rule 201 – Permit to Construct:** This rule establishes an orderly procedure for the review of new and modified sources of air pollution through the issuance of permits. Rule 201 specifies that any facility installing nonexempt equipment that causes or controls the emissions of air pollutants must first obtain a permit to construct from the SCAQMD.

Regulation IV – Prohibitions:

- **Rule 401 – Visible Emissions:** This rule establishes the limit for visible emissions from stationary sources for a period or periods aggregating more than three minutes in any hour. This rule prohibits visible emissions dark or darker than Ringelmann No. 1 for periods greater than three minutes in any hour or such opacity which could obscure an observer's view to a degree equal or greater than does smoke.
- **Rule 402 – Nuisance:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule), which may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities.
- **Rule 431.2 – Sulfur Content of Liquid Fuels:** The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of reducing the formation of SO_x and particulates during combustion and of enabling the use of add-on control devices for diesel-fueled internal combustion engines. The rule applies to all refiners, importers, and other fuel suppliers such as distributors, marketers, and retailers, as well as to users of diesel, low-sulfur diesel, and other liquid fuels for stationary-source applications in the SCAQMD. The rule also affects diesel fuel supplied for mobile sources.

Regulation XI – Source Specific Standards:

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

2.2.3.2 Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated Metropolitan Planning Organization for the Southern California region and is the largest Metropolitan Planning Organization in the United States. With respect to air quality planning and other regional issues, SCAG has prepared the *2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* (2008 RCP) for the region (SCAG 2008). The 2008 RCP is a problem-solving guidance document that directly responds to what SCAG has learned about Southern California's challenges through the annual State of the Region report card. It responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving inter-related housing, traffic, water, air quality, and other regional challenges (SCAG 2008).

In regards to air quality, the 2008 RCP sets the policy context in which SCAG participates in and responds to the SCAQMD air quality plans and builds off the SCAQMD AQMP processes that are designed to meet health-based

criteria pollutant standards in several ways (SCAG 2008). First, the 2008 RCP complements AQMPs by providing guidance and incentives for public agencies to consider best practices that support the technology-based control measures in AQMPs. Second, the 2008 RCP emphasizes the need for local initiatives that can reduce the region's GHG emissions that contribute to climate change, an issue that is largely outside the focus of local attainment plans. Third, the 2008 RCP emphasizes the need for better coordination of land use and transportation planning, which heavily influences the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

With regard to future growth included in the 2016 AQMP, SCAG prepared the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), which provided population, housing, and employment projections for cities under its jurisdiction (SCAG 2016). The growth projections in the 2016-2040 RTP/SCS are based on projections originating in County and City General Plans, and are used in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD's AQMP. SCAG adopted the 2016-2040 RTP/SCS on April 7, 2016. Notably, SCAG has more recently adopted Connect SoCal, the 2024-2050 RTP/SCS, on April 4, 2024 (SCAG 2024), but the updated growth projections have not yet been incorporated into an adopted AQMP. The next iteration of the SCAQMD AQMP will incorporate these updated regional growth projections. As such, this analysis relies on the 2020-2045 RTP/SCS.

2.2.3.3 City of Pomona

City of Pomona General Plan

Goals and policies pertaining to improving air quality are addressed in multiple chapters of the General Plan. The *Mobility and Access* and the *Conservation Components* are the most applicable chapters of the City's General Plan (City of Pomona 2014). The General Plan recognizes the regional air quality throughout the South Coast Air Basin, in which the City is located, has improved substantially since the 1980s and 1990s; the General Plan sets forth goals and policies to further improve the City's air quality. Goals and Policies applicable to air quality are described below.

Mobility and Access Component

Goal 7D.G1: Distribute vehicular, transit, bicycle, and pedestrian traffic appropriately throughout the City.

Policy 7D.G3: Support regional efforts to the extent feasible, to reduce GHG emissions from cars and light trucks.

Goal 7D.G8: Maintain a safe, efficient, and coherent system of both motorized and active, non-motorized circulation.

Policy 7D.P9: Prepare an Active Transportation Plan to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEV).

- Identify arterial routes suitable for NEVs with and without capital enhancements.
- Minimize pavement widths (curb to curb) to the minimum necessary to ensure traffic flow and safety, to discourage speeding through residential neighborhoods and to prioritize pedestrians, bicycle movement, and transit where appropriate.

- Provide continuous and consistent street tree planting along parkways or within individual neighborhoods.
- Provide sidewalks on both sides of the street (except in hillside areas);
- Minimize and consolidate curb cuts, especially in residential neighborhoods, emphasizing continuous, unbroken curb lengths.
- Shorten or subdivide the length of blocks with vehicular or pedestrian connections to allow for ease of pedestrian circulation.
- Encourage the use of alleys as part of a comprehensively designed neighborhood pattern of streets, providing additional connectivity through the neighborhood and the opportunity to locate garages off of neighborhood streets. Where alleys are present, enforce off-street garage placement by prohibiting curb cuts and garage entrances from neighborhood streets.

Policy 7D.P10: Require proposed development to implement or fund capital improvements to 1) maintain sidewalks, roadway paving, and landscaping 2) implement streetscape design improvements, and 3) accommodate growth with an emphasis on reduced reliance on the automobile.

Policy 7D.P15: Use the Motor Vehicle Level of Service (LOS) Guidelines and the Traffic Congestion Management Policy to pursue efficient, balanced, multi-modal circulation.

Policy 7D.P18: Ensure that new developments provide an integrated pattern of streets and pedestrian paths that provide connections between neighborhoods. As part of the City's Subdivision Ordinance, establish street connectivity requirements that:

- Discourage gated entrances and restricted public access to subdivision/residential streets;
- Provide street and pedestrian connections to adjacent areas to enable more efficient movement throughout the City. Avoid single-point-access neighborhoods and cul-de-sacs;
- Align streets with existing arterials and collector streets in adjacent areas; and
- Limit block lengths to no more than 500 feet and encourage four-way intersections to increase accessibility and connectivity.

Policy 7D.P19: Prepare and adopt "green" street standards, and incorporate these practices in the design and construction of City streets.

Goal 7D.G14: Minimize the negative impacts of motor vehicle traffic on residential neighborhoods where appropriate.

Policy 7D.P20: Formalize traffic calming efforts under a comprehensive Neighborhood Traffic Management Program to improve the safety and livability of collector and local street types and identify neighborhoods where traffic conditions may indicate the need for traffic calming measures.

- Design traffic calming solutions that accommodate safe alternative transportation modes.

Goal 7D.G19: Improve pedestrian safety and comfort along City streets, particularly in residential neighborhoods and areas where significant pedestrian activity is envisioned as identified in Section 6, Pomona Tomorrow.

Goal 7D.G20: Foster walkable and accessible street environments that connect Pomona's many unique neighborhoods and districts.

Policy 7D.P38: When designing streetscape and circulation improvements, balance pedestrian needs with the needs of other transportation modes and put a higher priority on pedestrian facilities in areas of high pedestrian activity such as in Downtown, Neighborhood Centers, Transit Oriented Districts and near school

Policy 7D.P48: Require pedestrian site access for all new development and identify missing elements during the development review process.

Goal 7D.G21: Develop a comprehensive bicycle network that connects local and regional commuter and recreation routes.

Goal 7D.G24: Require new development or redevelopment to provide bicycle parking where appropriate and ensure it is located in safe, prominent locations.

Policy 7D.P53: Integrate bicycle facility features from the Active Transportation Plan into new development projects as a condition of approval.

Policy 7D.P59: When designing streetscape and circulation improvements, balance bicycle needs with the needs of other transportation modes.

Goal 7D.G25: Use transportation demand management (TDM) tools on a Citywide basis to encourage and create incentives for the use of alternate travel modes for various project sizes and land uses.

Policy 7D.P61: Develop scalable TDM solutions for new development based upon land use types and site features.

Conservation Component

Goal 7E.G10: Incorporate air quality protection and improvement programs and policies into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips.

Policy 7E.P16: Attempt to reduce single-occupancy vehicle travel as outlined throughout this document and summarized in the Pomona Tomorrow General Plan diagram by:

- Placing a strong emphasis on maximizing the efficiency of existing transportation facilities.
- Promoting increased density of development within existing transportation (especially transit) corridors.
- Encouraging the use of public transportation, and
- Emphasizing pedestrian and bicycle circulation, rather than motor vehicle circulation.

Policy 7E.P17: Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit use and providing bicycle parking and showers, as a condition of project approval.

Policy 7E.P18: Require dust abatement actions for all new construction and redevelopment projects.

Policy 7E.P21: Require all large construction projects to mitigate diesel exhaust emissions through use of alternative fuels and control devices, as appropriate and cost effective.

Policy 7E.P22: Minimize emissions from residential and commercial uses through the following:

- Encourage new development to incorporate sustainability design solutions such as those outlined in the Leadership in Energy and Environmental Design (LEED) ratings systems;
- Require high efficiency heating and other appliances, such as cooking equipment, refrigerators, furnaces and low NO_x water heaters in new and renovated residential units. Require the Building Division to maintain these standards;
- Require new residential and commercial buildings to comply with or exceed requirements of CCR Title 24;
- Encourage passive solar building design and landscaping conducive to passive solar energy use for both residential and commercial uses, i.e., building orientation in a south to southeast direction, planting deciduous trees on west sides of structures, landscaping with drought resistant species, and use of groundcover rather than pavement to reduce heat reflection;
- Encourage the use of battery-powered, electric, or other similar equipment that does not impact local air quality for non-residential maintenance activities;
- Provide natural gas hookups to fireplaces or require residential use of EPA-certified wood stoves, pellet stoves, or fireplace inserts.

2.3 Regional and Local Air Quality Conditions

2.3.1 South Coast Air Basin Attainment Designation

Pursuant to the 1990 federal Clean Air Act amendments, EPA classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable." The designation of "unclassifiable/attainment" means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on CAAQS rather than the NAAQS. Table 2 depicts the current attainment status of the Los Angeles County portion of the SCAB with respect to the NAAQS and CAAQS.

Table 2. South Coast Air Basin Los Angeles County Portion Attainment Classification

Pollutant	Designation/Classification	
	National Standards	California Standards
Ozone (O_3), 1-hour	No national standard	**Nonattainment**
Ozone (O_3), 8-hour	**Extreme nonattainment**	**Nonattainment**
Nitrogen Dioxide (NO_2)	Unclassifiable/attainment	Attainment

Table 2. South Coast Air Basin Los Angeles County Portion Attainment Classification

Pollutant	Designation/Classification	
	National Standards	California Standards
Carbon Monoxide (CO)	Attainment/maintenance	Attainment
Sulfur Dioxide (SO_2)	Unclassifiable/attainment	Attainment
Coarse Particulate Matter (PM_{10})	Attainment/maintenance	**Nonattainment**
Fine Particulate Matter ($PM_{2.5}$)	**Serious nonattainment**	**Nonattainment**
Lead	Attainment	Attainment
Hydrogen Sulfide	No national standard	Unclassified
Sulfates	No national standard	Attainment
Visibility-Reducing Particles	No national standard	Unclassified
Vinyl Chloride	No national standard	No designation

Sources: EPA 2024c (national); CARB 2023 (California).
Notes: Bold text = not in attainment; attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards; unclassified or unclassifiable = insufficient data to classify; unclassifiable/attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

In summary, the SCAB is designated as a nonattainment area for national and California O_3 standards and national and California $PM_{2.5}$ standards. The SCAB is designated as a nonattainment area for California PM_{10} standards; however, it is designated as an attainment area for national PM_{10} standards. The SCAB is designated as an attainment area for national and California CO standards, national and California NO_2 standards, and national and California SO_2 standards (EPA 2024c; CARB 2023). The Los Angeles County portion of the SCAB is designated as attainment for national and California lead standards; however, the Los Angeles County portion of the SCAB is the only area that has been designated as nonattainment for the national rolling 3-month average lead standard, though this area is designated attainment for the state lead standard. The phaseout of leaded gasoline started in 1976 and since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

2.3.2 Local Ambient Air Quality

CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. SCAQMD monitors local ambient air quality at the project site. Air quality monitoring stations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The most recent background ambient air quality data from 2021 to 2023 are presented in Table 3. The Pomona monitoring station, located at 924 North Garey Avenue, Pomona, California 91767, is the nearest air quality monitoring station to the project site, located approximately 2.4 miles to the east of the project site. Data collected at the monitoring station includes O_3, NO_2, and CO. PM_{10} the and $PM_{2.5}$ data was collected at the Azusa monitoring station, located at 803 North Loren Avenue, Azusa, California, 91702, located approximately 9 miles to the northwest of the project site. Data collected at these stations are considered generally representative of the air quality experienced in the project vicinity. The number of days exceeding the ambient air quality standards is also shown in Table 3.

Table 3. Local Ambient Air Quality Data

Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
				2021	2022	2023	2021	2022	2023
Ozone (O_3) (Pomona monitoring station)									
Maximum 1-hour concentration	ppm	California	0.12	0.120	0.131	0.147	27	28	38
Maximum 8-hour concentration	ppm	California	0.070	0.092	0.096	0.114	43	49	56
		National	0.070	0.092	0.096	0.113	41	46	56
Nitrogen Dioxide (NO_2) (Pomona monitoring station)									
Maximum 1-hour concentration	ppm	California	0.18	0.071	0.058	0.062	0	0	0
		National	0.100	0.0714	0.0584	0.0624	0	0	0
Annual concentration	ppm	California	0.030	0.018	0.017	0.016	—	—	—
		National	0.053	0.018	0.017	0.017	—	—	—
Carbon Monoxide (CO) (Pomona monitoring station)									
Maximum 1-hour concentration	ppm	California	20	2.1	1.7	1.5	0	0	0
		National	35	2.1	1.7	1.5	0	0	0
Maximum 8-hour concentration	ppm	California	9.0	1.8	1.3	1.1	0	0	0
		National	9	1.8	1.3	1.1	0	0	0
Coarse Particulate Matter (PM_{10})[a] (Azusa monitoring station)									
Maximum 24-hour concentration	µg/m³	California	50	77.7	96.1	—	65.7 (11)	ND (7)	ND (0)
		National	150	79.4	98.2	—	0.0 (0)	ND (0)	ND (0)
Annual concentration	µg/m³	California	20	32.6	ND	ND	—	—	—
Fine Particulate Matter ($PM_{2.5}$)[a] (Azusa monitoring station)									
Maximum 24-hour concentration	µg/m³	National	35	61.9	18.4	—	8.9 (3)	ND (0)	ND (0)
Annual concentration	µg/m³	California	12	12.0	ND	ND	—	—	—
		National	9.0	11.4	10.1	ND	—	—	—

Sources: CARB 2024b; EPA 2024b.

Notes: ppm = parts per million by volume; — = not available; µg/m³ = micrograms per cubic meter; ND = mean does not satisfy minimum data completeness criteria/insufficient data available to determine the value.

Pomona Monitoring Station is located at 924 North Garey Avenue, Pomona, California, 91767.

Azusa Monitoring Station is located at 803 North Loren Avenue, Azusa, California, 91702.

Data taken from CARB iADAM (CARB 2024b) and EPA AirData (EPA 2024b) represent the highest concentrations experienced over a given year.

Exceedances of national and California standards are only shown for O_3 and particulate matter. Daily exceedances for particulate matter are estimated days because PM_{10} and $PM_{2.5}$ are not monitored daily. All other criteria pollutants did not exceed national or

California standards during the years shown. There is no national standard for 1-hour O_3, annual PM_{10}, or 24-hour SO_2, nor is there a California 24-hour standard for $PM_{2.5}$.

[a] Measurements of PM_{10} and $PM_{2.5}$ are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

2.4 Significance Criteria and Methodology

2.4.1 Thresholds of Significance

The significance criteria used to evaluate the project impacts to air quality is based on the recommendations provided in Appendix G of the CEQA Guidelines. For the purposes of this air quality analysis, a significant impact would occur if the project would (14 CCR 15000 et seq.):

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. Result in a cumulatively considerable new increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to determine whether the project would have a significant impact on air quality.

SCAQMD has established Air Quality Significance Thresholds, as revised in April 2019, that set forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality (SCAQMD 2023). The quantitative air quality analysis provided herein applies the SCAQMD thresholds identified in Table 4 to determine the potential for the project to result in a significant impact under CEQA.

Table 4. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	**Construction (pounds per day)**	**Operation (pounds per day)**
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk ≥10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥1 in 1 million) Chronic and acute hazard index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Table 4. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds	
Ambient Air Quality Standards for Criteria Pollutants[c]	
NO_2 1-hour average NO_2 annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)
PM_{10} 24-hour average PM_{10} annual average	10.4 µg/m³ (construction)[d] 2.5 µg/m³ (operation) 1.0 µg/m³
$PM_{2.5}$ 24-hour average	10.4 µg/m³ (construction)[d] 2.5 µg/m³ (operation)

Source: SCAQMD 2023.
Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; NO_2 = nitrogen dioxide; ppm = parts per million by volume; µg/m³ = micrograms per cubic meter.
greenhouse gas emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not include included in this table as they are addressed within the greenhouse gas emissions analysis and not the air quality analysis.

[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] TACs include carcinogens and noncarcinogens.
[c] Ambient air quality standards for criteria pollutants are based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.
[d] Ambient air quality threshold are based on SCAQMD Rule 403.

The phasing out of leaded gasoline started in 1976. As gasoline no longer contains lead, the proposed project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

The evaluation of whether the project would conflict with or obstruct implementation of the applicable air quality plan (CEQA Guidelines, Appendix G, Threshold 1) is based on the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), Chapter 12, Sections 12.2 and 12.3. The first criterion assesses whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP, which is addressed in detail under Section 2.5.2 in Section 2.5, Impacts Analysis. The second criterion is whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase, as discussed further in Section 2.5.1.

To evaluate the potential for the project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (CEQA Guidelines, Appendix G, Threshold 2), this analysis applies SCAQMD's construction criteria pollutants mass daily thresholds, as shown in Table 4. A project would potentially result in a cumulatively considerable net increase in O_3, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or NO_x thresholds shown in Table 4. These emissions-based thresholds for O_3 precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O_3 impacts to occur). This approach

is used because O_3 is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (VOC and NO_x) on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods.

The assessment of the project's potential to expose sensitive receptors to substantial pollutant concentrations (CEQA Guidelines, Appendix G, Threshold 3) includes a localized significance threshold (LST) analysis, as recommended by SCAQMD, to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of a proposed project from construction and operation; however, an operational LST analysis is not required for the project due to no substantial onsite sources of localized emissions. For project sites of 5 acres or less, the SCAQMD LST Methodology (SCAQMD 2008a) includes lookup tables that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for NO_2, CO, PM_{10}, and $PM_{2.5}$) without performing project-specific dispersion modeling.

The LST significance thresholds for NO_2 and CO represent the allowable increase in concentrations above background levels in the vicinity of a project that would not cause or contribute to an exceedance of the relevant ambient air quality standards, while the threshold for PM_{10} represents compliance with Rule 403 (Fugitive Dust). The LST significance threshold for $PM_{2.5}$ is intended to ensure that construction emissions do not contribute substantially to existing exceedances of the $PM_{2.5}$ ambient air quality standards. The allowable emission rates depend on the following parameters:

1. Source-Receptor Area (SRA) in which the project is located
2. Size of the project site
3. Distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals)

The project site is located in SRA 10 (Pomona/Walnut Valley). The SCAQMD provides guidance for applying CalEEMod to the LSTs. LST pollutant screening level concentration data is currently published for 1-, 2-, and 5-acre sites for varying distances. The maximum number of acres disturbed on the peak day was estimated using the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds (SCAQMD 2014). During grading activities, fugitive dust can be generated from the movement of dirt on the project site. CalEEMod estimates dust from dozers moving dirt around, dust from graders or scrapers leveling the land, and loading or unloading dirt into haul trucks. Each of those activities is calculated differently in CalEEMod, based on the number of acres traversed by the grading equipment. Only some pieces of equipment generate fugitive dust in CalEEMod. The CalEEMod manual identifies various equipment and the acreage disturbed in an 8-hour day:

- Crawler tractors, graders, and rubber tired dozers: 0.5 acres per 8-hour day
- Scrapers: 1 acre per 8-hour day

As presented in Table 6, the project would was assumed to utilize one crawler tractor and one rubber tired dozer. Both of which would each disturb 0.5 acre per 8-hour day. In addition, one scraper which would disturb 1 acre per 8-hour day. Therefore, this assessment assumes 2 acres of disturbance per day.

While the look-up tables include projects up to 5 acres, it should be noted that projects, which could disturb greater than 5 acres, would require dispersion modeling to determine LSTs. The analysis applies the LSTs for a 2-acre disturbance area is presented in Table 5.

The closest sensitive receptors would be located immediately adjacent to the project site to the south. Therefore, the LST value for a distance of 25 meters was used; this represents the closest distance presented in the lookup tables. The LST values from the SCAQMD lookup tables for SRA 10 (Pomona/Walnut Valley) for a disturbed acreage of 2 acres and a receptor distance of 25 meters are shown in Table 5.

Table 5. Construction Localized Significance Thresholds for Source Receptor Area 10 (Pomona/Walnut Valley)

Pollutant	Threshold (pounds per day)
NO_2	149
CO	885
PM_{10}	6
$PM_{2.5}$	4

Source: SCAQMD 2008a.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.
Localized significance thresholds (LSTs) were determined based on the values for a 2-acre site at a distance of 25 meters from the nearest sensitive receptor.

The assessment of the project's potential to expose sensitive receptors to substantial pollutant concentrations (CEQA Guidelines, Appendix G, Threshold 3) also includes a qualitative CO hotspot analysis based on comparison to the SCAQMD 2003 AQMP CO hotspot analysis.

The potential for the project to result in other emissions, specifically an odor impact (CEQA Guidelines, Appendix G, Threshold 4), is based on the project's land-use types and anticipated construction activity, and the potential for the project to create an odor nuisance pursuant to SCAQMD Rule 402.

2.4.2 Approach and Methodology

2.4.2.1 Construction

Emissions from the construction phase of the proposed project were estimated using CalEEMod Version 2022.1.1.29. Construction scenario assumptions, including phasing, equipment mix, and vehicle trips, were based on CalEEMod default values, which were adjusted to more accurately reflect long-term buildout of the proposed project.

For purposes of estimating proposed project emissions, grading was assumed to start in January 2026 with building construction ending in December 2029. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Grading: 9 months
- Infrastructure Work – Area 4: 3 months
- Alley Improvements, Curb/Gutter, and Paving – Area 4: 1 month
- Building Construction – Model Homes: 11 months
- Building Construction – Production Homes: 31 months
- Infrastructure Work – Area 1: 5 months
- Curb/Gutter and Paving – Area 1: 2 months

- Application of Architectural Coatings – Model Homes: 5 months
- Infrastructure Work – Areas 2 and 3: 5 months
- Curb/Gutter and Paving – Areas 2 and 3: 2 months
- Application of Architectural Coatings – Production Homes: 16 months

For the analysis, it was generally assumed that there would be up to five pieces of construction equipment running at any given time for each subphase and construction equipment would be operating at the site for approximately 8 hours per day, 5 days per week (22 days per month), during proposed project construction.

Construction worker estimates and vendor truck trips by construction phase were based on CalEEMod default values. Haul truck trips during grading was based on earthwork quantities provided. During grading, the project would grade 35.98 acres. Grading would involve 1,556,000 cubic yards of cut and 1,537,000 cubic yards of fill. The earth movement quantity for the slope stabilization is 38,000 cubic yards of cut, which will be used within the overall project grading. The project proposes to cut into the hill area and utilize that material to create terraces at the base of the hillside. Excess fill materials would be distributed within the construction site in need of fill for reuse. CalEEMod default trip length values were used for the distances for all construction-related trips excluding onsite haul trips, which was assumed to be 0.25 miles.

The construction equipment mix and vehicle trips used for estimating the project-generated construction emissions are shown in Table 6.

Table 6. Construction Scenario Assumptions

Construction Phase	Start Date	End Date	One-Way Vehicle Trips			Equipment		
			Average Daily Worker Trips	Average Daily Vendor Truck Trips	Average Onsite Daily Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Grading – Main Area (1 to 3) and Area 4	1/1/2026	9/3/2026	20	4	13	Excavators	1	8
						Rubber Tired Dozers	1	8
						Scrapers	1	8
						Crawler Tractor	1	8
						Rock Crusher	1	8
Infrastructure Work – Area 4	2/18/2026	5/14/2026	18	4	0	Excavator	1	8
						Tractors/Loaders/Backhoes	1	8
						Roller	1	8
Alley Improvements, Curb/ Gutter, and Paving – Area 4	5/13/2026	6/16/2026	15	2	0	Pavers	1	8
						Paving Equipment	1	8
						Rollers	1	8
Building Construction – Model Homes	6/17/2026	4/20/2027	10	2	0	Cranes	1	8
						Forklifts	1	8
						Generator Sets	1	8
						Tractors/Loaders/Backhoes	1	8
						Welders	1	8
Building Construction – Production Homes	4/20/2027	10/11/2029	129	22	0	Cranes	1	8
						Forklifts	1	8
						Generator Sets	1	8
						Tractors/Loaders/Backhoes	1	8
						Welders	1	8
Infrastructure Work – Area 1	9/2/2026	1/14/2027	18	4	0	Excavator	1	8
						Tractors/Loaders/Backhoes	1	8
						Roller	1	8

Table 6. Construction Scenario Assumptions

Construction Phase	Start Date	End Date	One-Way Vehicle Trips			Equipment		
			Average Daily Worker Trips	Average Daily Vendor Truck Trips	Average Onsite Daily Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Curb/Gutter and Paving – Area 1	1/14/2027	3/1/2027	15	2	0	Pavers	1	8
						Paving Equipment	1	8
						Rollers	1	8
Application of Architectural Coatings – Model Homes	12/26/2026	5/30/2027	2	0	0	Air Compressors	1	8
Infrastructure Work – Areas 2 and 3	9/2/2027	1/15/2028	18	4	0	Excavator	1	8
						Tractors/Loaders/Backhoes	1	8
						Roller	1	8
Curb/Gutter and Paving – Areas 2 and 3	1/18/2028	3/2/2028	15	2	0	Pavers	1	8
						Paving Equipment	1	8
						Rollers	1	8
Application of Architectural Coatings – Production Homes	9/14/2028	12/11/2029	26	0	0	Air Compressors	1	8

Notes: See Appendix B for details.

Blasting

Blasting operations may be required for turbine installation. Rock blasting is the controlled use of explosives to excavate, break down, or remove rock. The result of rock blasting is often known as a rock cut. The most commonly used explosives today are ammonium nitrate/fuel oil (ANFO)–based blends due to their lower cost compared to dynamite. The chemistry of ANFO detonation is the reaction of ammonium nitrate with a long-chain alkane to form NO_x, carbon dioxide, and water. When detonation conditions are optimal, these gases are the only products. In practical use, such conditions are impossible to attain, and blasts produce moderate amounts of other gases. The EPA's Compilation of Air Pollutant Emission Factors (AP-42), Section 13.3 – Explosives Detonation (EPA 1980), provided the emissions factors for CO, NO_x, and SO_x used in this assessment. According to AP 42, "Unburned hydrocarbons also result from explosions, but in most instances, methane is the only species that has been reported" (EPA 1980); methane is not a VOC, and a methane emission factor has not been determined for ANFO.

AP-42 states that CO is the pollutant produced in greatest quantity from explosives detonation. All explosives produce measurable amounts of CO. Particulates are produced as well, but such large quantities of particulate are generated during shattering of the rock and earth by the explosive that the quantity of particulates from the explosive charge cannot be distinguished. Accordingly, AP-42, Section 11.9 – Western Surface Coal Mining (EPA 1998), provided the basis for the PM_{10} and $PM_{2.5}$ emissions factors. The emissions factors are based on the horizontal area disturbed during blasting. The daily NO_x, CO, and SO_x emissions from blasting of explosive were calculated using the following equation:

Number of blasts per day × ton of explosives per 15,000 cubic yard blast
× Emission Factor (pound/ton of explosive) = Pounds/day

The PM_{10} and $PM_{2.5}$ emissions were calculated using the following equation:

$$E = k \times 0.000014 \times A1.5$$

Where:

E = pounds of PM_{10} or $PM_{2.5}$ per blast
k = particle size multiplier (= 0.52 for PM_{10} and 0.03 for $PM_{2.5}$)
A = horizontal area shifted by each blast in square feet

It should be noted that the AP-42 emission factors for explosives are based on studies conducted in the mid-1970s, over 35 years ago; however, no updated factors for blasting explosives were available. In addition, the PM_{10} and $PM_{2.5}$ emission factors from Section 11.9 of AP-42 were derived from methods for blasting operations at western surface coal mines, including those activities associated with removal of soil overburden. Thus, these factors may overestimate emissions for blasting of hard rock.

It was assumed that blasting operations would occur during grading in 2026. No more than one blast per day, and a couple per week, would occur during construction activities. Based off experience with other similar types of projects, it was assumed that an average of 1.2 tons of ANFO would be applied per 9,000 cubic yard blast. All blasting activity would comply with local and state regulations.

Rock Crushing

Excavated rock would be crushed and screened which would then be hauled offsite. Rock-crushing equipment may be utilized to process the excavated rock. This processing equipment would be the primary source of PM_{10} and $PM_{2.5}$ emissions. The processing equipment would consist of a crusher, screen, and conveyor, and the crushed rock would be hauled to the Olinda Alpha Landfill. It is assumed that a single primary crusher and screen would be required to perform crushing activities. Particulate emissions from the crusher, screen, and conveyor will be controlled with water sprays.

The PM_{10} and $PM_{2.5}$ emissions from the processing equipment were calculated using factors provided in Section 11.9.2 of AP-42 (EPA 2004). Because the processing equipment will have water sprays installed to reduce the particulate emissions, emission factors for controlled sources were used for emission estimates.

The PM_{10} and $PM_{2.5}$ emissions were calculated using the following equation for each source (e.g., hopper loading, crusher, screen, conveyor, transfer to stockpile):

$$\textit{Emission Factor (pounds/ton)} \times \textit{Material Throughput (tons/day)} = \textit{Pounds/day}$$

A maximum daily throughput of 9,000 cubic yards per blast was assumed as a conservative estimate of the potential throughput.

The rock crushing equipment would be powered by a diesel engine-generator. It is assumed that the engine-generator would be approximately 1,000 horsepower. The engine-generator would operate up to 8 hours per day. The VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from the diesel engine-generator were estimated using the off-road engine load factor and emission factors from the CalEEMod user's guide for a typical generator operating in 2026. It was assumed that the same equipment would be used in 2026; thus, the emission factors were based on the initial year of use. The daily emissions were calculated using the following equation:

$$\textit{Emission Factor (gram/BHP-hour)} \times \textit{Engine Rating (BHP)} \times \textit{Load Factor} \div \textit{453.6 gram/pound} \times \textit{hours/day} = \textit{Pounds/day}$$

The number of blasts estimated by dividing the total cubic yards of material resulting from blasting activities by 9,000 cubic yards per blast. All overlapping construction activities and associated emissions, including those from general construction activities, blasting, and rock crushing were accounted for in the quantification of maximum daily emissions.

2.4.2.2 Operation

Emissions from the operational phase of the project were estimated using CalEEMod Version 2022.1.1.29. Year 2030 was assumed as the first full year of operations after completion of construction.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from hearths, consumer product use, reapplication of architectural coatings, and landscape maintenance equipment.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (California Air Pollution Control Officers Association (CAPCOA) 2022). Consumer product ROG emissions are estimated in CalEEMod based on the floor area of nonresidential and residential buildings and on the default factor of pounds of ROG per building square foot per day. For the asphalt surface land uses, CalEEMod estimates ROG emissions associated with use of parking surface degreasers based on a square footage of parking surface area and pounds of ROG per square foot per day.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers using during building maintenance. CalEEMod calculates the ROG (VOC) evaporative emissions from application of nonresidential and residential surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emission factor is based on the VOC content of the surface coatings, and SCAQMD Rule 1113 (Architectural Coatings) governs the VOC content for interior and exterior coatings. The model default reapplication rate of 10% of area per year is assumed. Consistent with CalEEMod defaults, it is assumed that the residential surface area for painting equals 2.7 times the floor square footage with 75% assumed for interior coating and 25% assumed for exterior surface coating. For the other asphalt surfaces, the architectural coating area is assumed to be 6% of the total square footage, consistent with the supporting CalEEMod studies provided as an appendix to the CalEEMod User's Guide (CAPCOA 2022).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. The emissions associated from landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per residential dwelling unit per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

Default CalEEMod values were applied for consumer products, reapplication of architectural coating, and landscape maintenance. However, residential development was assumed to include electric fireplaces since the project would be all-electric and will not include natural gas infrastructure. Therefore, the default allocation of hearths in CalEEMod, which included natural gas and wood hearths, was distributed into both the electric and without fireplace options to account for natural gas infrastructure.

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for GHGs in CalEEMod, since criteria pollutant emissions occur at the site of the power plant, which is typically off site. Notably, the All-Electric Development option was selected in CalEEMod. Although, it is located within the mitigation options in the model, the project has committed to no natural gas infrastructure and is not a mitigation measure.

Mobile Sources

Mobile sources for the project would primarily be motor vehicles (automobiles and light-duty trucks) traveling to and from the project site. Motor vehicles may be fueled with gasoline, diesel, or alternative fuels. The anticipated trip generation, including the trip rates and total trips, are based on the project's transportation analysis. Specifically,

the project would generate 1,793 trips per day. CalEEMod default data, including temperature, trip characteristics, variable start information, emissions factors, were conservatively used for the model inputs to estimate daily emissions from proposed vehicular sources. project-related traffic was assumed to include a mixture of vehicles in accordance with the model outputs for traffic. Emission factors representing the vehicle mix and emissions for 2028 were used to estimate emissions associated with full buildout of the project.

2.4.2.3 Construction Health Risk Assessment

The greatest potential for TAC emissions during project construction would be DPM emissions from heavy equipment operations and heavy-duty trucks. As a precautionary measure, a HRA was performed to assess the impact of construction on sensitive receptors proximate to the project site. A construction HRA was performed to evaluate the potential impact to existing offsite receptors as a result of construction of the project. For risk assessment purposes, PM_{10} in diesel exhaust is considered a proxy for DPM.[5] Notably, complete model results for the construction HRA are included as Appendix B.

The construction HRA applies the methodologies prescribed in the Office of Environmental Health Hazard Assessment (OEHHA) document, Air Toxics Hot Spots Program Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments (OEHHA Guidelines) (OEHHA 2015). Cancer risk parameters, such as age-sensitivity factors, daily breathing rates, exposure period, fraction of time at home, and cancer potency factors were based on the values and data recommended by OEHHA are implemented in Hotspots Analysis and Reporting Program Version 2 (HARP2), which was used to estimate risk from construction activities.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Additionally, some TACs increase non-cancer health risk due to long-term (chronic) exposures. The Chronic Hazard Index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. The SCAQMD recommends a Chronic Hazard Index significance threshold of 1.0.

The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in this assessment.

A dispersion modeling analysis was conducted of DPM emitted from diesel vehicles and construction equipment on the project site for the HRA to assess the health risk impacts of the construction on proximate existing offsite and future onsite sensitive receptors. The dispersion modeling was performed using the American Meteorological Society/EPA Regulatory Model (AERMOD), which is the model SCAQMD requires for atmospheric dispersion of emissions. AERMOD is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain. Principal parameters of this modeling are presented in Table 7.

[5] Under California regulatory guidelines, DPM is used as a surrogate measure of carcinogen exposure for the mixture of chemicals that make up diesel exhaust as a whole. CalEPA is a proponent of using the surrogate approach to quantifying cancer risks associated with diesel exhaust over a component-based approach, which involves estimating risks for each of the individual components of a mixture. CalEPA has concluded that "potential cancer risk from inhalation exposure to whole diesel exhaust will outweigh the multi-pathway cancer risk from the speciated components" (OEHHA 2003).

Table 7. Construction Health Risk Assessment American Meteorological Society/ Environmental Protection Agency Regulatory Principal Parameters

Parameter	Details
Dispersion Model	The air dispersion model used was AERMOD, Version 21112, with the Lakes Environmental Software implementation/user interface, AERMOD View, Version 10.2.1. A unit emission rate (1 gram per second (g/s)) was normalized over the line of adjacent volume sources and area sources for the AERMOD run to obtain the "X/Q" values. X/Q is a dispersion factor that is the average effluent concentration normalized by source strength, and is used as a way to simplify the representation of emissions from many sources. The maximum concentrations were determined for the 1-hour and Period averaging periods.
Meteorological Data	After comparing the primary wind directions of Pomona, the latest five-year meteorological data (2012-2016) for the Chino Airport station were used in the analysis as the most representative data set (SCAQMD 2021).
Urban versus Rural Option	Urban areas typically have more surface roughness, as well as structures and low-albedo surfaces that absorb more sunlight—and thus more heat—relative to rural areas. The urban dispersion option was selected and the Los Angeles County population of 9,818,605 persons was input into AERMOD.
Terrain Characteristics and Elevation Data	The terrain in the vicinity of the modeled project site is varied. Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate, and elevations were assigned to the emission sources and receptors. Digital elevation data were obtained through AERMOD View in the U.S. Geological Survey's National Elevation Dataset format with an approximately 1 arc-second resolution.
Emission Sources and Release Parameters	Air dispersion modeling of DPM emissions was conducted assuming the equipment and trucks would operate in accordance with the modeling scenario estimated in CalEEMod (Appendix A). The construction equipment and diesel truck DPM emissions were modeled as a line of adjacent volume sources across the project site to represent construction with a release height of 5 meters, plume height of 10 meters, and plume width of 9 meters.
Receptors	The health risk assessment evaluates the risk to existing offsite and future onsite sensitive receptors located in proximity to the project. A uniform 2-kilometer by 2-kilometer Cartesian grid with 50-meter spacing was centered over the project site and converted into discrete receptors to represent proximate sensitive receptors. The closest off-site sensitive receptors to the project site include residential receptors adjacent to the project's southern boundary.

Notes: AERMOD = American Meteorological Society/EPA Regulatory Model; DPM = diesel particulate matter; CalEEMod = California Emissions Estimator Model; SCAQMD = South Coast Air Quality Management District.
See Appendix B for additional information.

Dispersion model plotfiles from AERMOD were then imported into CARB's HARP2 to determine health risk, which requires peak one-hour emission rates and annual emission rates for all pollutants for each modeling source. For the offsite receptors, the project's potential cancer and noncancer health impacts from construction of the project which assumed an exposure duration of 1,031 active construction days, starting at the third trimester of pregnancy.

2.4.2.4 Roadway Health Risk Assessment

Emission Calculations

The State Route (SR) 57 is located approximately 260 feet west of the project site boundary at its closest point. As such, SR-57 is the only emission source evaluated herein because SR-57 is within 1,000 feet of the project which includes sensitive land uses.

The project's operational year of 2028 was assumed as the starting year for the HRA's 30-year exposure for residents on project site. Assuming an earlier year results in a more conservative analysis as vehicle emission factors and the percent of diesel vehicles on the roadway generally decreases over time due to more stringent vehicle standards, as well as fleet turnover replacing older vehicles in later years.

The HRA includes exposure to TAC emissions from diesel vehicles traveling on SR-57. For risk assessment purposes, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}) in diesel exhaust originating from diesel vehicles traveling on SR-57 is considered DPM. As explained previously, diesel exhaust, which a complex mixture of gases and fine particles emitted by diesel-fueled combustion engines (CalEPA 1998), is identified by the State of California as a known carcinogen. Under California regulatory guidelines, DPM is used as a surrogate measure of carcinogen exposure for the mixture of chemicals that make up diesel exhaust as a whole. CalEPA is a proponent of using the surrogate approach to quantifying cancer risks associated with diesel exhaust over a component-based approach, which involves estimating risks for each of the individual components of a mixture. CalEPA has concluded that "potential cancer risk from inhalation exposure to whole diesel exhaust will outweigh the multi-pathway cancer risk from the speciated components" (OEHHA 2003). Gasoline vehicles also result in TACs; however, DPM is the primary driver of risk from highways and will be the only TAC assessed following the SCAQMD Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions for CEQA Air Quality Analysis (SCAQMD 2003c).

Cancer and chronic risk are evaluated over a 30-year exposure duration.[6] Traffic data was attained from California Department of Transportation (Caltrans) Performance Measurement System (PeMS) January 1, 2019 to December 31, 2019 traffic volumes on California state highways (Caltrans 2021). The segment that was identified nearby the project site: (1) Valley Boulevard/Temple Avenue. The SR-57 volumes were assumed to represent traffic between Valley Boulevard and Temple Avenue. The annual vehicle miles traveled (VMT) for the northbound and southbound portions of SR-57 was calculated based on the segment length and traffic count volumes. To account for changes in vehicle volumes, 2019 PeMS data (January 1, 2019 to April 30, 2022) was attained to estimate the annual growth on each segment, northbound and southbound separately, between 2019 and 2022. The annual growth was estimated to decline on SR-57. Therefore, the estimated annual growth of 0% growth was conservatively assumed instead of a negative growth rate.

Data from the most recent version of CARB's mobile source emission inventory, EMFAC2021, was used to determine the composition of diesel vehicles within the overall vehicle fleet for Los Angeles County and the associated exhaust PM_{10} emission rates. EMFAC2021 can generate emission factors (also referred to as emission rates) in grams per mile for the fleet in a class of motor vehicles within a county for a particular geographical study year. For this analysis, Los Angeles County was assumed, and emission rates were generated for 2028 to represent the three exposure periods. Aggregate speed was assumed for all vehicle classes to account for a range in potential speeds, which is conservative as vehicle emission factors tend to increase at very low and very high speeds.

[6] As previously discussed, there are no established acute REL values for DPM and therefore, a 1-hour exposure is not evaluated herein.

A weighted emission factor using EMFAC2021 was developed for trucks and non-trucks separately. Trucks were assumed to include the following EMFAC classes: light-heavy duty trucks (identified as LHDT1 and LHDT2), medium-heavy duty trucks (identified as MHDT), and heavy-heavy duty trucks (identified as HHDT). Non-trucks were assumed to include the following EMFAC classes: light-duty automobiles (identified as LDA), light-duty trucks (identified as LDT1 and LDT2), medium-duty trucks (identified as MDV), motorhomes (identified as MH), motorcycles (identified as MCY), and buses (urban, school, and other; identified as UBUS, SBUS, and OBUS). The weighted truck and non-truck emission factor was based on EMFAC-estimated percent of vehicle miles traveled (VMT) by vehicle class.

MERV 13 is incorporated into this analysis as regulatory compliance for residential uses with mechanically ventilated buildings consistent with California's 2019 Title 24 Building Energy Efficiency Standards. Filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual." In addition, MERV 13 filters are required for residential construction in accordance with the 2019 Title 24 building code and the reduction in PM_{10} and associated DPM emissions were included in the emission estimates for the freeway source. The American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) reported that MERV 13 filters remove 90% of particles ranging from 1 to 3 microns, and less than 75% for particles ranging from 0.3 to 1 microns. EPA reported that the MERV 13 filters remove 90% of particles ranging from 1 to 10 microns. It was conservatively assumed that the MERV13 filters provide 80% reduction in DPM. In addition, the National Human Activity Pattern Survey (NHAPS) was conducted in support by the US EPA to study where people spend their time. The results of the NHAPS showed that on average people spend approximately 87% of their time in enclosed buildings, approximately 6% in enclosed vehicles, and approximately 7% outdoors (Kleipeis et. al. 2001). This assessment of risk includes the accounting for time spent indoors as identified in the NHAPS and the time spent away from home as recommended by OEHHA (OEHHA 2015). Accounting for the actual time spent indoors and exposure related to the residents within the project provides a more realistic exposure scenario from TAC emissions from SR-57 freeway.

The calculated exhaust PM_{10} emissions of vehicles traveling on SR-57 used in the analysis are depicted in Table 8. As explained above, the segment of SR-57 from Valley Boulevard to Temple Avenue was evaluated with northbound and southbound lanes separate, and trucks and non-trucks separate, which resulted in eight distinct emission sources. VMT for each freeway segment was calculated by taking the average daily traffic (as estimated using Caltrans PeMS data and estimated growth rate) and multiplying it by the distance of the roadway segment evaluated in the dispersion model, as explained below. The total exhaust PM_{10} emissions (in pounds per hour and pounds per year) were then calculated for each roadway segment by multiplying the appropriate emission factor by the VMT, which accounts for the reduction in DPM using MERV13 filters. As shown in Table 8, while overall vehicle volume growth is assumed to increase over time for most SR-57 segments, DPM emission factors and the percent of diesel vehicles on the road decreased overtime, which resulted in a reduction in DPM emissions over the three exposure periods.

Table 8. State Route 57 Estimated Diesel Particulate Matter Emissions

Vehicle Class	Daily Diesel Traffic Count[b]	Distance (Meters)[c]	Distance (Miles)	Daily VMT	Exhaust PM_{10}[a]		
					Emission Factor (gram/mile)	Emissions (pound/hour)[d]	Emissions (pound/year)[e]
2028							
SR-57, at Valley Blvd/Temple Ave, Northbound							
All Trucks (SLINE1)	8	2,246	1.40	11	0.0112	0.000003	0.03

Table 8. State Route 57 Estimated Diesel Particulate Matter Emissions

Non-Trucks (SLINE2)	4,003	2,246	1.40	5,588	0.0055	0.0009	7.48
SR-57, at Valley Blvd/Temple Ave, Southbound							
All Trucks (SLINE3)	7	2,209	1.37	10	0.0112	0.000003	0.03
Non-Trucks (SLINE4)	3,759	2,209	1.37	5,161	0.0055	0.0008	6.91

Source: See Appendix C for complete results.
Notes: VMT = vehicle miles traveled; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 microns; SR-57 = State Route 57.
[a] Estimated based on the California Department of Transportation Performance Measurement System, EMFAC2021 emission rates, and countywide diesel vehicle percent based on VMT.
[b] Diesel vehicles only included in the vehicle volume
[c] Distance based on the modeled link length used in the dispersion model.
[d] Hourly emissions are based on 24 hours per day.
[e] Annual emissions based on 8,760 hours per year.

Dispersion Model

A dispersion modeling analysis was conducted of DPM emitted from diesel vehicles and construction equipment on the project site for the HRA to assess the health risk impacts of the construction on proximate existing offsite and future onsite sensitive receptors. Additionally, dispersion modeling was conducted for fugitive dust PM_{10}. The dispersion modeling was performed using the American Meteorological Society/EPA Regulatory Model (AERMOD), which is the model SCAQMD requires for atmospheric dispersion of emissions. AERMOD is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain. Principal parameters of this modeling are presented in Table 9.

Table 9. Roadway Health Risk Assessment American Meteorological Society/Environmental Protection Agency Regulatory Principal Parameters

Parameter	Details
Dispersion Model	The air dispersion model used was AERMOD, Version 21112, with the Lakes Environmental Software implementation/user interface, AERMOD View, Version 10.2.1. A unit emission rate (1 gram per second (g/s)) was normalized over the line of adjacent volume sources and area sources for the AERMOD run to obtain the "X/Q" values. X/Q is a dispersion factor that is the average effluent concentration normalized by source strength, and is used as a way to simplify the representation of emissions from many sources. The maximum concentrations were determined for the 1-hour and Period averaging periods.
Meteorological Data	After comparing the primary wind directions of Pomona, the latest five-year meteorological data (2012-2016) for the Chino Airport station were used in the analysis as the most representative data set (SCAQMD 2021).
Urban versus Rural Option	Urban areas typically have more surface roughness, as well as structures and low-albedo surfaces that absorb more sunlight—and thus more heat—relative to rural areas. The urban dispersion option was selected and the Los Angeles County population of 9,818,605 persons was input into AERMOD.

Table 9. Roadway Health Risk Assessment American Meteorological Society/Environmental Protection Agency Regulatory Principal Parameters

Parameter	Details
Terrain Characteristics and Elevation Data	The terrain in the vicinity of the modeled project site is varied. Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate, and elevations were assigned to the emission sources and receptors. Digital elevation data were obtained through AERMOD View in the U.S. Geological Survey's National Elevation Dataset format with an approximately 1 arc-second resolution.
Emission Sources and Release Parameters	Vehicles traveling on SR-57 were modeled as a line of adjacent volume sources for each direction of the freeway (northbound and southbound) for the freeway segment nearby the project site. The length of each line volume source was based on the modeled length in AERMOD. The AERMOD-modeled northbound segments total 2.2 kilometers and the southbound segments total 2.2 kilometers. Trucks and non-trucks were modeled as separate line volume sources to account for different plume and release characteristics resulting in a total of eight separate line volume sources. Plume height was assumed to be 6.8 meters for trucks and 2.6 meters for non-trucks (EPA 2021b). A release height was estimated for each source assuming 1/2 of the plume height, which equals 3.4 meters for trucks and 1.3 meters for non-trucks (EPA 2021b). The plume width was estimated for each segment based on the width of the traveling lanes plus 6 meters (or approximately 10 feet on each side) to account for vehicle wake (EPA 2021b).
Receptors	This health risk assessment evaluates the risk to residential receptors located at the project site. A uniform fine Cartesian grid with 10-meter spacing covering the South Parcel and North Parcel building areas was used to capture the maximum point of impacts. Consistent with SCAQMD and EPA AERMOD guidance, to avoid a potential underestimation of predicted concentrations at receptors, the non-default option in AERMOD was applied to assume flat, level terrain as receptor elevations are estimated to be lower than the base elevation of the source (SR-57 freeway) (SCAQMD 2022b, EPA 2021a).

Notes: AERMOD = American Meteorological Society/EPA Regulatory Model; DPM = diesel particulate matter; CalEEMod = California Emissions Estimator Model; SCAQMD = South Coast Air Quality Management District.
See Appendix C for additional information.

Dispersion model plotfiles from AERMOD were then imported into CARB's HARP2 to determine health risk, which requires peak one-hour emission rates and annual emission rates for all pollutants for each modeling source. OEHHA recommends that an exposure duration (residency time) of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident (MEIR) starting in the third trimester of pregnancy to accommodate the increased susceptibility of exposures in early life (OEHHA 2015).

2.5 Impact Analysis

2.5.1 Would the project conflict with or obstruct implementation of the applicable air quality plan?

The project site is located within the SCAB, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of SCAQMD. The SCAQMD administers SCAB's AQMP, which is a comprehensive document outlining an air pollution control program for

attaining the CAAQS and NAAQS. The 2022 AQMP (SCAQMD 2022a) was adopted by the SCAQMD Governing Board in December 2022. The SCAQMD 2022 AQMP was developed to address the attainment of the 2015 national 8-hour ozone ambient air quality standard (70 parts per billion) for the SCAB and Coachella Valley. The 2022 AQMP provides actions, strategies, and steps needed to reduce air pollutant emissions and meet the ozone standard by 2037 (SCAQMD 2022a).

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the 2022 AQMP and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the year of proposed project buildout and phase.

Consistency Criterion No. 1

Section 4.2.4, threshold criterion 2, evaluates the project's potential impacts in regards to CEQA Guidelines Appendix G (the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation impact analysis). As discussed under threshold criterion 2, the project would result in a less than significant impact associated with the violation of an air quality standard as construction criteria air pollutant emissions would not exceed the SCAQMD significance thresholds. Therefore, the project would not conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993).

Consistency Criterion No. 2

The second criterion regarding the potential of the project to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993). SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by SCAG for its 2020–2045 RTP/SCS (SCAG 2020). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2022a). The SCAG 2020 RTP/SCS and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans.

As discussed in Section 1.2, Regional and Local Setting, the northern portion of the project site is zoned as Open Space (O) while the southern portion of the site is zoned as Planned Residential Development (PRD). The PRD zone allows for residential uses, including single- multi-family uses, recreational uses, including permanent and private open space, parks and playgrounds, and community recreation buildings. In addition, the project site is designated as an Open Space and Urban Neighborhood. Therefore, the project does not propose changes to the applicable General Plan land use designations or zoning to the project site. Accordingly, the project is consistent with the SCAG 2020 RTP/SCS forecasts used in the development of the 2022 SCAQMD AQMP. Therefore, the project does not

propose activities that would induce additional population in the project area or generate a substantial net increase in vehicle trips. The project would be consistent with the SCAG 2020 RTP/SCS forecasts used in the development of the 2022 SCAQMD AQMP.

Based on these considerations, vehicle trip generation and planned development for the project site is concluded to have been anticipated in the SCAG growth projections and implementation of the project would not result in a conflict with, or obstruct implementation of, the applicable air quality plan (i.e., SCAQMD 2022 AQMP). Accordingly, the project would meet Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook.

Summary

The project would not exceed the SCAQMD's criteria pollutant mass daily thresholds for any criteria air pollutant during construction and operations. Therefore, the proposed project would be consistent with Consistency Criterion No. 1. Implementation of the project would also not exceed the demographic growth forecasts in the SCAG 2020 RTP/SCS; therefore, the project would be consistent with the SCAQMD 2022 AQMP as it is based on future emission estimates from the SCAG 2020 RTP/SCS. Thus, the project would not conflict with Consistency Criterion No. 2. Impacts related to the project's potential to conflict with or obstruct implementation of the applicable air quality plan would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

2.5.2 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

By its nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the applied significance thresholds, it would have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

In considering cumulative impacts from the proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. As discussed previously, the SCAB has been designated as a national nonattainment area for O_3 and $PM_{2.5}$, and a California nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. Construction and operation of the project would result in emissions of criteria air pollutants, which may result in a cumulatively considerable increase in emissions of criteria air pollutants for which the SCAB is designated as nonattainment

under the NAAQS or CAAQS. The following discussion quantitatively evaluates potential short-term construction and long-term operational impacts that would result from implementation of the project.

Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (i.e., on-road haul trucks, delivery trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Therefore, such emissions levels can only be estimated, with a corresponding uncertainty in precise ambient air quality impacts.

As discussed in Section 2.4.2.1, Approach and Methodology, Construction Emissions, criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod based on the construction scenario presented in Table 6.

Implementation of the project would generate criteria air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. The project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. Standard construction practices that were assumed to be employed to reduce fugitive dust emissions, and were quantified in CalEEMod, include watering of the active sites two times per day depending on weather conditions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during each year of construction (2026 through 2029). Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the project applicant and is intended to represent a reasonable scenario based on the best information available. Default values provided in CalEEMod were used where detailed project information was not available.

Table 10 presents the estimated maximum daily construction emissions generated during construction of the project. Details of the emission calculations are provided in Appendix A.

Table 10. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Unmitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer Emissions						

2026 - Construction equipment and mobile sources	*37.54*	*29.34*	*79.64*	*0.06*	*6.61*	*3.17*
2026 - Blasting	*0.00*	*20.40*	*80.40*	*2.40*	*0.36*	*0.02*
2026 – Crushing (process)	*N/A*	*N/A*	*N/A*	*N/A*	*3.00*	*0.42*
2026 – Crushing (generator)	*1.82*	*37.84*	*13.46*	*0.07*	*0.64*	*0.64*
2026 - Total	39.37	87.58	173.49	2.53	10.62	4.26
2027	7.95	16.28	26.65	0.04	2.58	0.98
2028	7.18	8.86	18.71	0.02	2.47	0.76
2029	7.13	8.46	18.07	0.02	2.45	0.74
Maximum daily summer emissions	**39.37**	**87.58**	**173.49**	**2.53**	**10.62**	**4.26**
Winter Emissions						
2026 - Construction equipment and mobile sources	*36.37*	*22.03*	*70.43*	*0.04*	*6.19*	*2.88*
2026 - Blasting	*0.00*	*20.40*	*80.40*	*2.40*	*0.36*	*0.02*
2026 – Crushing (process)	*N/A*	*N/A*	*N/A*	*N/A*	*3.00*	*0.42*
2026 – Crushing (generator)	*1.82*	*37.84*	*13.46*	*0.07*	*0.64*	*0.64*
2026 - Total	38.20	80.26	164.28	2.51	10.19	3.97
2027	7.49	14.66	20.96	0.03	2.49	0.83
2028	7.18	11.23	20.37	0.03	2.47	0.83
2029	7.13	8.56	16.82	0.02	2.45	0.74
Maximum daily winter emissions	**38.20**	**80.26**	**164.28**	**2.51**	**10.19**	**3.97**
Emission threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with an aerodynamic diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; N/A = not applicable.
See Appendix A for complete results.

As shown in Table 10, daily construction emissions would not exceed the significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ during construction in all construction years and construction impacts would be less than significant.

Operational Emissions

Operation of the project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources, including vehicular traffic generated by residents of the project; area sources, including the use of landscaping equipment and consumer products, and from architectural coatings. As discussed in Section 2.4.2.2, Operational Emissions, pollutant emissions associated with long-term operations were quantified using CalEEMod using a combination of project-specific information and CalEEMod default values.

Table 11 presents the maximum daily area and mobile source emissions associated with project operation (year 2030). Details of the emission calculations are provided in Appendix A.

Table 11. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions - Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer Emissions						
Mobile	5.39	3.78	47.34	0.12	12.29	3.17
Area	9.61	0.12	12.98	0.00	0.01	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Summer total	**15.00**	**3.90**	**60.32**	**0.12**	**12.30**	**3.17**
Winter Emissions						
Mobile	5.34	4.13	43.52	0.12	12.29	3.17
Area	8.49	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Winter total	**13.83**	**4.13**	**43.52**	**0.12**	**12.29**	**3.17**
Emission threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with an aerodynamic diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; <0.01 = reported value less than 0.01.
See Appendix A for complete results.

As shown in Table 11, maximum daily operational emissions from the project would not exceed the significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$.

As discussed in Section 2.3, Regional and Local Air Quality Conditions, the SCAB has been designated as a national nonattainment area for O_3 and $PM_{2.5}$, and a California nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction and operation of the project would generate VOC and NO_x emissions (which are precursors to O_3) and emissions of PM_{10} and $PM_{2.5}$. However, as indicated in Tables 7 and 8, project-generated construction emissions and operational emissions would not exceed the emission-based significance thresholds for VOC, NO_x, PM_{10}, or $PM_{2.5}$.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the project area are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative. However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed applied thresholds. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. For example, cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAB. In addition, cumulative VOC emissions would be subject to SCAQMD Rule 1113 (Architectural Coatings).

Based on the project-generated operational emissions of VOC, NO_x, PM_{10}, and $PM_{2.5}$ that would not exceed the SCAQMD thresholds, the project would not result in a cumulatively considerable operational increase in emissions of nonattainment pollutants. Therefore, the project's cumulative operational air quality impact would be less than significant.

Health Effects of Criteria Air Pollutants

Construction and operation of the proposed project would result in emissions that would not exceed the SCAQMD significance thresholds VOC, CO, SO_x, $PM_{10,}$ or $PM_{2.5}$. However, NO_x emissions would exceed the SCAQMD significance threshold during construction. VOCs would be associated with motor vehicles, construction equipment, and architectural coatings; however, project-generated VOC emissions would not result in the exceedances of the SCAQMD thresholds, as shown in Tables 9 and 10. Generally, the VOCs in architectural coatings are of relatively low toxicity. Additionally, compliance with SCAQMD Rule 1113 would restrict the VOC content of coatings for construction applications.

VOCs and NO_x are precursors to O_3, for which SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in SCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 AAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, NO_x emissions associated with project construction would be less than significant. Regarding operations, the project would result criteria air pollutant emissions less than the SCAQMD significance thresholds.

Construction and operation of the project would also not exceed thresholds for PM_{10} or $PM_{2.5}$ and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or would obstruct SCAB from coming into attainment for these pollutants. The project would also not result in substantial DPM emissions during construction and operation, and therefore would not result in significant health effects related to DPM exposure. Additionally, the project would be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, health impacts would be considered minimal for these pollutants.

Operation of the project would not contribute to exceedances of the NAAQS and CAAQS for NO_2. However, NO_x emissions would exceed the SCAQMD significance threshold during construction. Health impacts that result from NO_2 and NO_x include respiratory irritation, which could be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. Project construction would be relatively short term, and off-road construction equipment would be operating at various portions of the project site and would not be concentrated in one portion of the site at any one time. In addition, existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Construction and operation of the proposed project would not create substantial, localized NO_x impacts. Therefore, the project would not result in potential health impacts associated with NO_2 and NO_x during construction.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots was discussed previously and is determined to be a less than significant impact. Thus, the project's CO emissions would not contribute to significant health effects associated with this pollutant.

In summary, operation of the proposed project would not result in exceedances of the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$. Thus, the potential health impacts associated with criteria air pollutants would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

2.5.3 Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Threshold (LST)

As discussed in Section 2.1.3, sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The closest off-site sensitive receptors to the project are single-family and multi-family residences, immediately adjacent to the proposed project to the south.

An LST analysis has been prepared to determine potential impacts to nearby sensitive receptors during construction of the project. As indicated in the discussion of the thresholds of significance (Section 2.4.1), SCAQMD also recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the project site. The impacts were analyzed using methods consistent with those in SCAQMD's Final LST Methodology (2009). According to the Final LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008a). Hauling of soils and construction materials associated with the project construction are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways. Emissions from the trucks would be relatively brief in nature and would cease once the trucks pass through the main streets.

Construction activities associated with the project would result in temporary sources of on-site fugitive dust and construction equipment emissions. Off-site emissions from vendor trucks, haul trucks, and worker vehicle trips are not included in the LST analysis. The most stringent SCAQMD localized significance criteria for SRA 10 for a 2-acre project site corresponding to a distance to a sensitive receptor of 25 meters are presented in Table 12 and are compared to the maximum daily on-site emissions generated during the project construction.

Table 12. Localized Significance Thresholds Analysis for Project Construction

Maximum On-Site Emissions	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day			
Construction emissions (2026-2029)	28.81	76.37	5.89	3.00
SCAQMD LST	*149*	*885*	*6*	*4*

Table 12. Localized Significance Thresholds Analysis for Project Construction

LST exceeded?	No	No	No	No

Source: SCAQMD 2008a.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
Localized significance thresholds are shown for a 2-acre project site corresponding to a distance to a sensitive receptor of 25 meters. The estimates reflect control of fugitive dust (watering two times daily) required by South Coast Air Quality Management District Rule 403.

As shown in Table 12, construction activities would not generate emissions in excess of site-specific LSTs; therefore, site-specific impacts during construction of the project would be less than significant.

Health Effects of Toxic Air Contaminants

Construction Health Risk

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal government as TACs or hazardous air pollutants. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and has adopted appropriate control measures for sources of these TACs. The following measures are required by state law to reduce DPM emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of 10 in a million (SCAQMD 2023). "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology.

"Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period would contract cancer based on the use of standard OEHHA risk-assessment methodology (OEHHA 2015). In addition, some TACs have noncarcinogenic effects.

Although construction activities of the project are short-term and variable, in the abundance of caution and to provide information disclosure, a construction HRA was performed for the project to evaluate the risk from diesel exhaust emissions on existing proximate offsite sensitive receptors, as well as future onsite residences. The HRA methodology was described in Section 2.4.2.3, and the detailed assessment is provided in Appendix B. Table 13 summarizes the results of the HRA for project construction.

Table 13. Construction Health Risk Assessment Results – Unmitigated

Impact Parameter	Units	Project Impact	SCAQMD CEQA Threshold	Level of Significance
MEIR	Per Million	11.18	10.0	**Potentially Significant**
HIC	Not Applicable	0.01	1.0	Less than Significant

Notes: CEQA = California Environmental Quality Act; MEIR = Maximum Exposed Individual Resident. HIC = Chronic Hazard Index; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
See Appendix B.

As shown in Table 13, the results of the construction HRA for the project demonstrate that the construction emissions would result in a potential incremental increase in cancer risk at the MEIR that would exceed the 10 in a million cancer risk threshold; however, construction emissions would be below the Chronic Hazard Index at the MEIR. Overall, the project would result in a potentially significant impact in regards to cancer risk resulting from TAC emissions generated during construction and mitigation is required.

Operational Health Risk

Regarding long-term operations, based on the proposed land uses, the project would not result in any long-term sources of TACs. Further, the project would result in the construction of residential uses, which would not have permitted stationary sources (i.e., emergency diesel generators). Therefore, potential health risk impacts associated with project operations would be less than significant.

Roadway Health Risk

This HRA predicted the potential exposure to residential receptors of the project from TAC emissions related to diesel vehicles traveling on SR-57 freeway, which is located approximately 300 feet from the project. Table 14 summarizes the HRA results from SR-57 for the project's future residential receptors.

Table 14. Summary of Maximum Roadway Cancer and Chronic Health Risks

Receptor Type	Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Residential	Cancer Risk	Per Million	5.41	10	Less than Significant
Residential	Chronic Hazard Index	Index Value	0.0051	1.0	Less than Significant

Source: See Appendix C for complete results.
Note: CEQA = California Environmental Quality Act.

As shown in Table 14, exposure from SR-57 would result in a potential cancer risk at the project's MEIR of 5.41 in 1 million, which is less than the SCAQMD 10 in 1 million threshold. The potential chronic health risk to residences is estimated to be 0.0036 which would not exceed the SCAQMD significance threshold of 1.0. Thus, the residential receptors at the project site would have a cancer health risk impact as a result of proximity to SR-57 that is less than significant. See Appendices C for details.

Health Effects of Carbon Monoxide

Mobile source impacts occur on two scales of motion. Regionally, travel resulting from development allowed by the proposed project would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SCAB. Locally, traffic generated as a result of development allowed by the project would be added to the area's roadway system near the project area. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-Specific Plan area traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

At the time that the SCAQMD 1993 Handbook was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP (Appendix V: Modeling and Attainment Demonstrations, SCAQMD 2003b) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 ppm at the intersection of Wilshire Boulevard and Veteran Avenue. When added to the maximum 1-hour CO concentration from 2018 through 2020 at the Pomona monitoring station (see Table 3, Local Ambient Air Quality Data) which was 2.1 ppm in 2018, the 1-hour CO would be 6.7 ppm, while the CAAQS is 20 ppm.

The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO hotspot was 3.8 ppm at the Sunset Boulevard and Highland Avenue intersection (2002; 3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002). Adding the 3.8 ppm to the maximum 8-hour CO concentration from 2018 through 2020 at the Pomona monitoring station (see Table 3) which was 1.8 ppm in 2018, the 8-hour CO would be 5.6 ppm, while the CAAQS is 9.0 ppm.

As such, potential operational impacts, from future development allowed by the project, associated with CO hotspots would be less than significant.

Mitigation Measures

State CEQA Guidelines Section 15126.4 requires Environmental Impact Reports to describe feasible measures that can minimize significant adverse impacts. The following mitigation measure has been evaluated for feasibility and is incorporated to reduce potentially significant impacts related to air quality during construction of the project.

Mitigation measure MM-AQ-1, which requires the use of Tier 4 Final engines on construction equipment, shall be implemented to reduce DPM during project construction.

MM-AQ-1 Construction Equipment Emissions Reductions, Prior to the commencement of construction activities for the project, the Applicant shall require its construction contractor to demonstrate that

all 50-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines.

An exemption from this requirement may be granted if (1) the Applicant documents equipment with Tier 4 Final engines are not reasonably available, and (2) the required corresponding reductions in criteria air pollutant emissions can be achieved for the project from other combinations of construction equipment. Before an exemption may be granted, the Applicant's construction contractor shall: (1) demonstrate that at least two construction fleet owners/operators in Los Angeles County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Los Angeles County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using California Emissions Estimator Model (CalEEMod) or other industry standard emission estimation method and documentation provided to the Lead Agency to confirm that necessary project-generated emissions reductions are achieved.

Level of Significance After Mitigation

Mitigation measure MM-AQ-1, which requires the use of Tier 4 Final engines on construction equipment, shall be implemented to reduce project construction emission impacts to health. Table 15 summarizes the results of the HRA for project construction after mitigation.

Table 15. Construction Health Risk Assessment Results – Mitigated

Impact Parameter	Units	Project Impact	SCAQMD CEQA Threshold	Level of Significance
MEIR	Per Million	4.04	10.0	Less than Significant
HIC	Not Applicable	0.0019	1.0	Less than Significant

Notes: CEQA = California Environmental Quality Act; MEIR = Maximum Exposed Individual Resident. HIC = Chronic Hazard Index; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
See Appendix B.

As shown in Table 15, the results of the construction HRA for the project demonstrate that the construction emissions would not exceed the SCAQMD thresholds at the MEIR. As such, the project would result in a less than significant impact in regards to potential health risk resulting from mitigated TAC emissions generated during construction.

2.5.4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Based on available information, the project is not anticipated to result in other emissions that have not been addressed under Section 2.5.1 through 2.5.3, above. As such, this analysis focuses on the potential for the project to generate odors.

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be considered less than significant.

Land uses and industrial operations that typically are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The project does not include any of these sources and would not be expected to generate objectionable odors. Overall, the project would have a less-than-significant odor impact because it would not create substantial objectionable odors affecting a substantial number of people. Therefore, project operations would result in an odor impact that is less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

3 Greenhouse Gas Emissions

3.1 Environmental Setting

3.1.1 Climate Change Overview

Climate change refers to any significant change in measures of climate—such as temperature, precipitation, or wind patterns—lasting for an extended period of time (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2017).

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. However, recent climate changes, in particular the warming observed over the past century, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of warming since the mid-twentieth century and are the most significant driver of observed climate change (IPCC 2013, EPA 2017). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2013). The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2013). Continued emissions of GHGs will cause further warming and changes in all components of the climate system.

3.1.2 Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (see also 14 CCR 15364.5).[7] Some GHGs, such as CO_2, CH_4, and N_2O are emitted into the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as HFCs, PFCs, and SF_6, which are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.[8]

[7] Climate forcing substances include GHGs and other substances such as black carbon and aerosols.

[8] The descriptions of GHGs are summarized from the IPCC Fourth Assessment Report (2007), CARB's "Glossary of Terms Used in GHG Inventories" (2018), and EPA's "Climate Change" (2017).

Carbon Dioxide. CO_2 is a naturally occurring gas and a by-product of human activities and is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO_2 include respiration of bacteria, plants, animals, and fungus; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO_2 are from the combustion of fuels such as coal, oil, natural gas, and wood and changes in land use.

Methane. CH_4 is produced through both natural and human activities. CH_4 is a flammable gas and is the main component of natural gas. Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. N_2O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N_2O. Sources of N_2O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N_2O as a propellant (such as in rockets, racecars, and aerosol sprays).

Fluorinated Gases. Fluorinated gases (also referred to as F-gases) are synthetic powerful GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric O_3-depleting substances (e.g., CFCs, HCFCs, and halons). The most prevalent fluorinated gases include the following:

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to O3-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, with HFCs, to the ozone depleting substances. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- **Sulfur Hexafluoride:** SF6 is a colorless gas soluble in alcohol and ether and slightly soluble in water. SF6 is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- **Nitrogen Trifluoride:** NF3 is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.

Chlorofluorocarbons. CFCs are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. CFCs are chemically unreactive in the lower atmosphere (troposphere), and the production of CFCs was prohibited in 1987 due to the chemical destruction of stratospheric O_3.

Hydrochlorofluorocarbons. HCFCs are a large group of compounds, whose structure is very close to that of CFCs—containing hydrogen, fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, HCFCs are used in refrigerants and propellants. HCFCs were also used in place of CFCs for some applications; however, their use in general is being phased out.

Black Carbon. Black carbon is a component of $PM_{2.5}$, which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning,

particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influences cloud formation, and darkens the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is a short-lived substance that varies spatially, which makes it difficult to quantify the global warming potential (GWP). Diesel exhaust emissions are a major source of black carbon and are TACs that have been regulated and controlled in California for several decades to protect public health. In relation to declining DPM as a result of CARB's regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon emissions in California have reduced by 70% between 1990 and 2010, with 95% control expected by 2020 (CARB 2014).

Water Vapor. The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere and maintains a climate necessary for life.

Ozone. Tropospheric O_3, which is created by photochemical reactions involving gases from both natural sources and human activities, acts as a GHG. Stratospheric O_3, which is created by the interaction between solar ultraviolet radiation and molecular oxygen, plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O_3, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet-B radiation.

Aerosols. Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

3.1.3 Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017). The Intergovernmental Panel on Climate Change (IPCC) developed the GWP concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons of CO_2 equivalent (MT CO_2e).

The current version of CalEEMod (Version 2022.1.1.29) assumes that the GWP for CH_4 is 25 (so emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the IPCC's Fourth Assessment Report (IPCC 2007).

CalEEMod was also used to estimate fugitive GHG emissions from refrigerants used for air conditioning (A/C) and refrigeration equipment. Different types of refrigeration equipment are used by different types of land uses and CalEEMod generates default refrigerant values based on land use subtype and industry data from the US EPA. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate but does not quantify

emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime. GWPs for refrigerants are from the IPCC, CARB's Refrigerant Management Program, and the World Meteorological Organization.

3.2 Regulatory Setting

3.2.1 Federal Regulations

3.2.1.1 Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (Public Law 110-140), among other key measures, would do 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 directs National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy-efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

President Trump's Executive Order 14154 may also impact EISA. The order declared a national energy emergency and direct federal agencies to expedite the permitting and production of domestic energy resources. This emphasis on increasing fossil fuel production and reducing regulatory barriers may undermine the EISA's objectives of enhancing energy efficiency and promoting renewable energy.

3.2.1.2 Federal Vehicle Standards

In *Massachusetts v. EPA* (April 2007), the U.S. Supreme Court directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In December 2009, the administrator signed a final rule with the following two distinct findings regarding GHGs under section 202(a) of the federal Clean Air Act:

- The administrator found that elevated concentrations of GHGs—CO2, CH4, N2O, HFCs, PFCs, and SF6—in the atmosphere threaten the public health and welfare of current and future generations. This is the "endangerment finding."
- The administrator further found that the combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act (42 U.S.C. § 7401).

In 2007, in response to the *Massachusetts v. EPA* U.S. Supreme Court ruling, the Bush Administration issued Executive Order (EO) 13432 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012 through 2016 (75 Fed. Reg. 25324–25728).

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017 through 2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 through 2021 (77 Fed. Reg. 62624–63200). On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014 through 2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines (76 Fed. Reg. 57106–57513).

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

On April 2, 2018, the EPA, under administrator Scott Pruitt, reconsidered the final determination for light-duty vehicles and withdrew its previous 2017 determination, stating that the current standards may be too stringent and therefore should be revised as appropriate (EPA 2018).

In August 2018, EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards then in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2% to 3% of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of one degree Celsius by 2100 (EPA and NHTSA 2018). California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives.

In 2019, the EPA and NHTSA published the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program (SAFE-1)(84 Fed. Reg. 51310), which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle (ZEV) mandates in California. In March 2020, Part Two was issued which

set CO_2 emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. In March 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate. EPA's action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

Notably, President Trump's Executive Order 14154 issued on January 10, 2025 called for EPA to consider the legality and applicability of the 2009 Endangered Finding for Greenhouse Gases.

3.2.1.3 The Inflation Reduction Act of 2022

The Inflation Reduction Act was signed into law by President Biden in August 2022. The Act includes specific investment in energy and climate reform and is projected to reduce GHG emissions within the United States by 40% as compared to 2005 levels by 2030. The Act allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles, and includes measures that will make homes more energy efficient.

The Inflation Reduction Act authorized the EPA to implement the Greenhouse Gas Reduction Fund (GGRF) program, which is a historic, $27 billion investment to mobilize financing and private capital to combat the climate crisis and ensure American economic competitiveness. The GGRF will be designed to achieve the following program objectives: reduce GHG emissions and other air pollutants; deliver the benefits of GHG- and air-pollution-reducing projects to American communities, particularly low-income and disadvantaged communities; and mobilize financing and private capital to stimulate additional deployment of GHG and air pollution reducing projects (EPA 2024e).

The Inflation Reduction Act confirms that reduction of GHGs is a core goal of the Clean Air Act and that the funding provided should allow the EPA to increase the scope of its Clean Air Act rulemakings. The Act also confirms applicability of the Inflation Reduction Act to GHGs in three specific areas: (1) California's ability to regulate GHG emissions from vehicles; (2) the EPA's authority to regulate methane emissions from oil and gas facilities; and (3) the EPA's authority to regulate GHG emissions from power plants.

President Trump's Day One executive orders have significantly impacted IRA. One of his key actions was to pause the disbursement of funds from the IRA, particularly those related to climate change mitigation and incentives for electric vehicle charging. The move has put billions of dollars in funding at risk, potentially jeopardizing projects aimed at reducing GHG emissions and promoting renewable energy. However, some aspects of the IRA remain intact, as the Office of Management and Budget (OMB) clarified that funds not directly related to policies targeted by the executive orders could still be disbursed. This means while many climate-related initiatives are in peril, other provisions of the IRA that do not conflict with the new administration's policies may continue to receive funding.

3.2.2 State Regulations

The statewide GHG emissions regulatory framework is summarized in this subsection by category: state climate change targets, building energy, renewable energy and energy procurement, mobile sources, water, solid waste, and other state actions. The following text describes EOs, Assembly Bills (ABs), Senate Bills (SBs), and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues.

3.2.2.1 State Climate Change Targets

The state has taken a number of actions to address climate change. These actions are summarized below, and include EOs, legislation, and CARB plans and requirements.

Assembly Bill 32

In furtherance of the goals established in EO S-3-05, the Legislature enacted AB 32, the California Global Warming Solutions Act of 2006 (California Health and Safety Code Sections 38500-38599 et seq.). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020, and initiate the transformations required to achieve the state's long-range climate objectives.

Senate Bill 32 and Assembly Bill 197

SB 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions-reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, in order to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to the Board as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions-reduction measures when updating the scoping plan.

Executive Order S-3-05

EO S-3-05 (June 2005) established California's GHG emissions-reduction targets and laid out responsibilities among the state agencies for implementing the EO and for reporting on progress toward the targets. This EO established the following targets:

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

EO S-3-05 also directed the California Environmental Protection Agency to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry.

Executive Order B-30-15

EO B-30-15 (April 2015) identified an interim GHG-reduction target in support of targets previously identified under S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050, as set forth in S-3-05. To facilitate achieving this goal, EO B-30-15 called for CARB to update the Scoping Plan to express the 2030 target in terms of MMT CO_2e. The EO also called for state agencies to continue to develop and implement GHG emission-reduction programs in support of the reduction targets.

Executive Order B-55-18

EO B-55-18 (September 2018) establishes a statewide policy for the state to achieve carbon neutrality as soon as possible (no later than 2045), and achieve and maintain net negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

Assembly Bill 1279

The Legislature enacted AB 1279, the California Climate Crisis Act, in September 2022. The bill declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

California Air Resources Board's Climate Change Scoping Plan

One specific requirement of AB 32 is for CARB to prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (California Health and Safety Code Section 38561[a]), and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping plan: The *Climate Change Proposed Scoping Plan: A Framework for Change* (Scoping Plan). The Scoping Plan included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission-reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives.

In 2014, CARB approved the first update to the Scoping Plan. The *First Update to the Climate Change Scoping Plan: Building on the Framework* (First Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EOs S-3-05 and B-16-2012 (CARB 2014). The First Update concluded that California was on track to meet the 2020 target, but recommended a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050 including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

In December 2017, CARB released the *2017 Climate Change Scoping Plan Update* (Second Update) for public review and comment (CARB 2017a). The Second Update builds on the successful framework established in the initial Scoping Plan and First Update, while identifying new technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. The strategies' "known commitments" include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, the Second Update recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%. The Second Update was approved by CARB's Governing Board on December 14, 2017.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the EOs; it also establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered consistent with the statutes and EOs if it would meet the general policies in reducing GHG emissions in order to facilitate the achievement of the state's goals and would not impede attainment of those goals.

CARB released the Final 2022 Scoping Plan for Achieving Carbon Neutrality in November 2022, which outlines the state's plan to reach carbon neutrality by 2045 or earlier, while also assessing the progress the state is making toward reducing GHG emissions by at least 40% below 1990 levels by 2030, as is required by SB 32 and laid out in the Second Update. The carbon neutrality goal requires CARB to expand proposed actions from only the reduction of anthropogenic sources of GHG emissions to also include those that capture and store carbon (e.g., through natural and working lands, or mechanical technologies). The carbon reduction programs build on and accelerate those currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen[9] (CARB 2022b).

The 2022 Scoping Plan also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the state's carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon. Strategies for carbon removal and sequestration include carbon capture and storage from anthropogenic point sources, where CO_2 is captured as it leaves a facility's smokestack and is injected into geologic formations or used in industrial materials (e.g., concrete); and carbon dioxide removal from ambient air, through mechanical (e.g., direct air capture with sequestration) or nature-based (e.g., management of natural and working lands) applications.

The 2022 Scoping Plan included Appendix D, Local Actions, which includes recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under CEQA. The recommendations provided in Appendix D are non-binding and should not be interpreted as a directive to local governments, but rather as evidence-based analytical tools to assist local governments with their role as essential partners in achieving California's climate goals. Appendix D recognizes consistency with a CEQA-qualified GHG reduction plan such as a Climate Action Plan as a preferred option for evaluating potential GHG emission impacts under CEQA. Absent a qualified GHG reduction plan, Appendix D provides additional potential threshold options including key attributes that residential and mixed-use projects should achieve that would align with the State's climate goals, a net-zero threshold, and use of air district recommended thresholds of significance.[10]

[9] Green hydrogen refers to hydrogen that is generated by renewable energy or from low-carbon power, and has significantly lower associated carbon emissions than grey hydrogen, which is produced using natural gas and makes up the majority of hydrogen production. For the purposes of the 2022 Scoping Plan, the term "green hydrogen" is not limited to only electrolytic hydrogen produced from renewables.

[10] The threshold approaches outlined in the 2022 Scoping Plan, Appendix D, are recommendations only and are not requirements; they do not supplant lead agencies' discretion to develop their own evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

California Air Resources Board's Regulations for the Mandatory Reporting of Greenhouse Gas Emissions

CARB's Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Cal. Code Regs. tit. 17, § 95100–95157) incorporated by reference certain requirements that EPA promulgated in its Final Rule on Mandatory Reporting of Greenhouse Gases (40 Code of Federal Regulations Section 98). Specifically, section 95100(c) of the Mandatory Reporting Regulation incorporated those requirements that EPA promulgated in the *Federal Register* on October 30, 2009; July 12, 2010; September 22, 2010; October 28, 2010; November 30, 2010; December 17, 2010; and April 25, 2011. In general, entities subject to the Mandatory Reporting Regulation that emit over 10,000 MT CO_2e per year are required to report annual GHGs through the California Electronic GHG Reporting Tool. Certain sectors, such as refineries and cement plants, are required to report regardless of emission levels. Entities that emit more than the 25,000 MT CO_2e per year threshold are required to have their GHG emissions report verified by a CARB-accredited third party.

Executive Order B-18-12

EO B-18-12 (April 2012) directed state agencies, departments, and other entities under the Governor's executive authority to take action to reduce entity-wide GHG emissions by at least 10% by 2015 and 20% by 2020, as measured against a 2010 baseline. EO B-18-12 also established goals for existing state buildings for reducing grid-based energy purchases and water use.

Senate Bill 605 and Senate Bill 1383

SB 605 (2014) requires CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants (SLCPs) in the state (California Health and Safety Code Section 39730); and SB 1383 (2016) requires CARB to approve and implement that strategy by January 1, 2018 (Cal. Pub. Resources Code, § 42652-43654). SB 1383 also establishes specific targets for the reduction of SLCPs (40% below 2013 levels by 2030 for CH_4 and HFCs, and 50% below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, and as mentioned above, CARB adopted its *Short-Lived Climate Pollutant Reduction Strategy* (SLCP Reduction Strategy) in March 2017. The SLCP Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, methane, and fluorinated gases (CARB 2017c).

Assembly Bill 1757

AB 1757 (September 2022) requires the California Natural Resources Agency (CNRA) to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions that reduce GHG emissions for future years 2030, 2038, and 2045. These targets are to be determined by no later than January 1, 2024, and are established to support the state's goals to achieve carbon neutrality and foster climate adaptation and resilience.

3.2.2.2 Building Energy

California Code of Regulations, Title 24, Part 6

The California Building Standards Code was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure that new and existing buildings in

California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every 3 years by the Building Standards Commission and the California Energy Commission (CEC) and revised if necessary (California Public Resources Code Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, to "reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (California Public Resources Code Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code Section 25402[d]) and cost effectiveness (California Public Resources Code Section 25402[b][2–3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The current Title 24, Part 6 standards, referred to as the 2022 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2023. The 2022 Energy Code focuses on four key areas in newly constructed homes and businesses quality (CEC 2021):

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

California Code of Regulations, Title 24, Part 11

In addition to CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24), which is commonly referred to as California's Green Building Standards (CALGreen), establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential and state-owned buildings and schools and hospitals. The 2022 CALGreen standards are the current applicable standards. For nonresidential projects, some of the key mandatory CALGreen 2022 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, EV charging stations for passenger vehicles, medium heavy duty and heavy duty trucks , shade trees, water conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR, Part 11).

California Code of Regulations, Title 20

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency (Cal. Code Regs. tit. 20, § 1401-1410 et seq.). The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include: refrigerators, refrigerator-freezers and freezers; room air conditioners and room air-conditioning heat

pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Senate Bill 1

SB 1 (2006) established a $3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. SB 1 added sections to the Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for photovoltaic systems to meet minimum energy efficiency levels and performance requirements (Cal. Pub. Resources Code, § 25780-25784 et seq.). Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for both homes and businesses within 10 years of adoption, and placing solar energy systems on 50% of new homes within 13 years of adoption. SB 1, also termed "Go Solar California," was previously titled "Million Solar Roofs."

Assembly Bill 1470 (Solar Water Heating)

This bill established the Solar Water Heating and Efficiency Act of 2007 (California Public Utilities Code Sections 2851-2869 et seq.). The bill makes findings and declarations of the Legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand.

Assembly Bill 1109

Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general-purpose lighting to reduce electricity consumption by 50% for indoor residential lighting and by 25% for indoor commercial lighting (Cal. Pub. Resources Code, § 25402.5.4).

3.2.2.3 Renewable Energy and Energy Procurement

Senate Bill 1078

SB 1078 (2002) (California Public Utilities Code Section 399.11 et seq.) established the Renewables Portfolio Standard (RPS) program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010 (see SB 107, EO S-14-08, and EO S-21-09).

Senate Bill 1368

SB 1368 (2006), required the CEC to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities (California Public Utilities Code

Section 8340-8341 et seq.). These standards must be consistent with the standards adopted by the California Public Utilities Commission (CPUC).

Executive Order S-14-08

EO S-14-08 (2008) focused on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. Furthermore, the EO directed state agencies to take appropriate actions to facilitate reaching this target. The CNRA, through collaboration with CEC and the California Department of Fish and Wildlife, was directed to lead this effort.

Executive Order S-21-09 and Senate Bill X1-2

EO S-21-09 (2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. CARB was further directed to work with CPUC and CEC to ensure that the regulation builds upon the RPS program and was applicable to investor-owned utilities, publicly owned utilities, direct access providers, and community choice providers. Under this order, CARB was to give the highest priority to those renewable resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health, and those that can be developed the most quickly in support of reliable, efficient, cost-effective electricity system operations. On September 23, 2010, CARB initially approved regulations to implement a Renewable Electricity Standard; however, this regulation was not finalized because of subsequent legislation (SB X1-2) signed by Governor Brown in April 2011.

SB X1-2 expanded RPS by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation (30 megawatts or less), digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location.

SB X1-2 applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet the renewable energy goals listed above.

Senate Bill 350

SB 350 (2015) further expanded the RPS program by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 included the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal.

Senate Bill 100

SB 100 (2018) increased the standards set forth in SB 350, establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible

renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

Senate Bill 1020

SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers to come from eligible renewable energy resources and zero-carbon resources: 90% by December 31, 2035; 95% by December 31, 2040; and 100% by December 31, 2045.

3.2.2.4 Mobile Sources

State Vehicle Standards (Assembly Bill 1493 and Executive Order B-16-12)

AB 1493 (July 2002) was enacted in response to the transportation sector accounting for a large share of California's CO_2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of ZEVs. It ordered CARB, CEC, CPUC, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 identified a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare. As explained under the "Federal Vehicle Standards" description above, EPA and NHTSA approved the SAFE Vehicles Rule Part One and Two, which revoked California's authority to set its own GHG emissions standards and set ZEV mandates in California.

As also explained under Federal Regulations above, in March 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate. EPA's action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

Heavy-Duty Diesel

CARB adopted the final Heavy-Duty Truck and Bus Regulation on December 31, 2014 to reduce diesel particulate matter, a major source of black carbon, and oxides of nitrogen emissions from heavy-duty diesel vehicles (Cal. Code Regs. tit. 13, § 2025). The rule requires diesel particulate matter filters be applied to newer heavier trucks and buses by January 1, 2012, with older vehicles required to comply by January 1, 2015. The rule will require nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. CARB also adopted an Airborne Toxic Control Measure to limit idling of diesel-fueled commercial vehicles on December 12, 2013. This rule requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (Cal. Code Regs. tit. 13, § 2485).

Executive Order S-1-07

EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (Cal. Code Regs. tit. 17, § 95480 et seq.). The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel—including extraction/feedstock production, processing, transportation, and final consumption—per unit of energy delivered.

Senate Bill 375

SB 375 (California Government Code Section 65080) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG-reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every 8 years. SB 375 requires the state's 18 regional metropolitan planning organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan that will achieve the GHG-reduction targets set by CARB. If an MPO is unable to devise an SCS to achieve the GHG-reduction target, the MPO must prepare an Alternative Planning Strategy demonstrating how the GHG-reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

A SCS does not: (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it (California Government Code Section 65080[b][2][K]). Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for zero-emission vehicles (ZEV) that contributes to both types of emission reductions (CARB 2021c). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75 percent less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program is currently in development to establish the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards (CARB 2021a). The main objectives of ACC II are:

1. Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
2. Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

The ACC II rulemaking package also considers technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts.

Advanced Clean Trucks Regulation

The Advanced Clean Trucks Regulation was also approved by CARB in 2020. The purpose of the Advanced Clean Trucks Regulation is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce air pollutant emissions generated from on-road mobile sources (CARB 2021b). The regulation has two components including (1) a manufacturer sales requirement and (2) a reporting requirement:

- Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55 percent of Class 2b-3 truck sales, 75 percent of Class 4-8 straight truck sales, and 40 percent of truck tractor sales.
- Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Executive Order N-79-20

EO N-79-20 (September 2020) requires CARB to develop regulations as follows: (1) Passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the State towards the target of 100% of in-state sales by 2035; (2) medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100% of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero emission by 2035; and (3) strategies, in coordination with other State agencies, the EPA and local air districts, to achieve 100% zero-emission from off-road vehicles and equipment operations in the State by 2035. EO N-79-20 called for the development of a Zero-Emissions Vehicle Market Development Strategy, which was released February 2021, to be updated every 3 years, that ensures coordination and implementation of the EO and outlines actions to support new and used ZEV markets. In addition, the EO specifies identification of near-term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options; and calls for development of strategies, recommendations, and actions by July 15, 2021, to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.

Advanced Clean Trucks Regulation

The Advanced Clean Trucks (ACT) Regulation was also approved by CARB in 2020. The purpose of the ACT Regulation is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce air pollutant emissions generated from on-road mobile sources (CARB 2021c). The regulation has two components including (1) a manufacturer sales requirement and (2) a reporting requirement:

- Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual

California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.

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

3.2.2.5 Water

Senate Bill X7-7

SB X7-7, or the Water Conservation Act of 2009, required that all water suppliers increase their water use efficiency with an overall goal of reducing per capita urban water use by 20% by December 31, 2020. Each urban water supplier was required to develop water use targets to meet this goal.

Executive Order B-29-15

In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

Executive Order N-10-21

In response to a state of emergency due to severe drought conditions, EO N-10-21 (July 2021) called on all Californians to voluntarily reduce their water use by 15% from their 2020 levels. Actions suggested in EO N-10-21 include reducing landscape irrigation, running dishwashers and washing machines only when full, finding and fixing leaks, installing water-efficient showerheads, taking shorter showers, using a shut-off nozzle on hoses, and taking cars to commercial car washes that use recycled water.

3.2.2.6 Solid Waste

Assembly Bill 939, Assembly Bill 341, Assembly Bill 1826, and Senate Bill 1383

In 1989, AB 939, known as the Integrated Waste Management Act (Cal. Pub. Resources Code, § 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board (replaced in 2010 by the California Department of Resources Recycling and Recovery, or CalRecycle), which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by the year 2000.

AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. In addition, AB 341 required CalRecycle to develop strategies to achieve the state's policy goal. CalRecycle has conducted multiple workshops and published documents that identify priority strategies that it believes would assist the state in reaching the 75% goal by 2020.

AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multi-family residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

SB 1383 (2016) requires a 50% reduction in organic waste disposal from 2014 levels by 2020, and a 75% reduction by 2025—essentially requiring the diversion of up to 27 million tons of organic waste—to reduce GHG emissions. SB 1383 also requires that not less than 20% of edible food that is currently disposed be recovered for human consumption by 2025.

3.2.2.7 Other State Actions

Senate Bill 97

SB 97 (2007) directed the Governor's Office of Planning and Research and the CNRA to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Governor's Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities (OPR 2008). The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The CNRA adopted the CEQA Guidelines amendments in December 2009, which became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis or apply performance standards to determine the significance of GHG emissions resulting from a particular project (Cal. Code Regs. tit. 14, § 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (Cal. Code Regs. tit. 14, § 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures (Cal. Code Regs. tit. 14, § 15126.4[c]). The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. The CNRA also acknowledged that a lead agency could consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions (CNRA 2009).

With respect to GHG emissions, CEQA Guidelines Section 15064.4(a), as subsequently amended in 2018, states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The CEQA Guidelines now note that an agency "shall have discretion to determine, in the context of a particular project, whether to: (1) [q]uantify greenhouse gas emissions resulting from a project; and/or (2) [r]ely on a qualitative analysis or performance based standards" (Cal. Code Regs. tit. 14, § 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (Cal. Code Regs. tit. 14, § 15064.4[b]).

Executive Order S-13-08

EO S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs state agencies to take specified actions to assess and plan for such impacts. The final *2009 California Climate Adaptation Strategy* report was issued in December 2009, and an update, *Safeguarding California: Reducing Climate Risk*, followed in July 2014. To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: Agriculture, Biodiversity and Habitat, Emergency Management, Energy, Forestry, Ocean and Coastal Ecosystems and Resources, Public Health, Transportation, and Water. Issuance of the *Safeguarding California: Implementation Action Plans* followed in March 2016. In January 2018, the CNRA released the *Safeguarding California Plan: 2018 Update,* which communicates current and needed actions that state government should take to build climate change resiliency.

3.2.3 Local Regulations

3.2.3.1 South Coast Air Quality Management District

Air districts typically act in an advisory capacity to local governments in establishing the framework for environmental review of air pollution impacts under CEQA. This may include recommendations regarding significance thresholds, analytical tools to estimate emissions and assess impacts, and mitigations for potentially significant impacts. Although air districts will also address some of these issues on a project-specific basis as responsible agencies, they may provide general guidance to local governments on these issues (SCAQMD 2008b). As discussed in Section 3.4.1, Thresholds of Significance (below), the SCAQMD has recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential, commercial, industrial, and mixed-use development projects; however, these thresholds were not adopted.

3.2.3.2 Southern California Association of Governments

SB 375 requires metropolitan planning organizations to prepare and include an SCS in their RTP. The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012 (SCAG 2012), the 2016–2040 RTP/SCS (2016 RTP/SCS) was adopted in April 2016, and the 2020-2045 RTP/SCS (2020 RTP/SCS or Connect SoCal) was adopted in September 2020, and the 2024-2050 RTP/SCS (2024 RTP/SCS or Connect SoCal 2024) was adopted in April 2024. The 2012, 2016, 2020, and 2024 RTP/SCSs establish a development pattern for the region that, when integrated with the transportation network and other policies and measures, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCSs link the goals of sustaining mobility with the goals of

fostering economic development; enhancing the environment; reducing energy consumption; promoting transportation-friendly development patterns; and encouraging all residents affected by socioeconomic, geographic, and commercial limitations to be provided with fair access. The RTP/SCSs do not require that local general plans, specific plans, or zoning be consistent with it but provide incentives for consistency for governments and developers.

3.2.3.3 City of Pomona

City of Pomona General Plan

Goals and policies pertaining to reducing GHGs are addressed in multiple chapters of the General Plan. The *Mobility and Access* and the *Conservation Components* are the most applicable chapters of the City's General Plan (City of Pomona 2014). Goals and Policies applicable to GHGs are described below.

Mobility and Access Component

Goal 7D.G1: Distribute vehicular, transit, bicycle, and pedestrian traffic appropriately throughout the City.

Policy 7D.G3: Support regional efforts to the extent feasible, to reduce GHG emissions from cars and light trucks.

Goal 7D.G8: Maintain a safe, efficient, and coherent system of both motorized and active, non-motorized circulation.

Policy 7D.P9: Prepare an Active Transportation Plan to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEV).

- Identify arterial routes suitable for NEVs with and without capital enhancements.
- Minimize pavement widths (curb to curb) to the minimum necessary to ensure traffic flow and safety, to discourage speeding through residential neighborhoods and to prioritize pedestrians, bicycle movement, and transit where appropriate.
- Provide continuous and consistent street tree planting along parkways or within individual neighborhoods.
- Provide sidewalks on both sides of the street (except in hillside areas);
- Minimize and consolidate curb cuts, especially in residential neighborhoods, emphasizing continuous, unbroken curb lengths.
- Shorten or subdivide the length of blocks with vehicular or pedestrian connections to allow for ease of pedestrian circulation.
- Encourage the use of alleys as part of a comprehensively designed neighborhood pattern of streets, providing additional connectivity through the neighborhood and the opportunity to locate garages off of neighborhood streets. Where alleys are present, enforce off-street garage placement by prohibiting curb cuts and garage entrances from neighborhood streets.

Policy 7D.P10: Require proposed development to implement or fund capital improvements to 1) maintain sidewalks, roadway paving, and landscaping 2) implement streetscape design improvements, and 3) accommodate growth with an emphasis on reduced reliance on the automobile.

Policy 7D.P15: Use the Motor Vehicle Level of Service (LOS) Guidelines (Fig.7-D.9) and the Traffic Congestion Management Policy (Fig.7-D.10) to pursue efficient, balanced, multi-modal circulation.

Policy 7D.P18: Ensure that new developments provide an integrated pattern of streets and pedestrian paths that provide connections between neighborhoods. As part of the City's Subdivision Ordinance, establish street connectivity requirements that:

- Discourage gated entrances and restricted public access to subdivision/residential streets;
- Provide street and pedestrian connections to adjacent areas to enable more efficient movement throughout the City. Avoid single-point-access neighborhoods and cul-de-sacs;
- Align streets with existing arterials and collector streets in adjacent areas; and
- Limit block lengths to no more than 500 feet and encourage four-way intersections to increase accessibility and connectivity.

Policy 7D.P19: Prepare and adopt "green" street standards, and incorporate these practices in the design and construction of City streets.

Goal 7D.G14: Minimize the negative impacts of motor vehicle traffic on residential neighborhoods where appropriate.

Policy 7D.P20: Formalize traffic calming efforts under a comprehensive Neighborhood Traffic Management Program to improve the safety and livability of collector and local street types and identify neighborhoods where traffic conditions may indicate the need for traffic calming measures.

- Design traffic calming solutions that accommodate safe alternative transportation modes.

Goal 7D.G19: Improve pedestrian safety and comfort along City streets, particularly in residential neighborhoods and areas where significant pedestrian activity is envisioned as identified in Section 6, Pomona Tomorrow.

Goal 7D.G20: Foster walkable and accessible street environments that connect Pomona's many unique neighborhoods and districts.

Policy 7D.P38: When designing streetscape and circulation improvements, balance pedestrian needs with the needs of other transportation modes and put a higher priority on pedestrian facilities in areas of high pedestrian activity such as in Downtown, Neighborhood Centers, Transit Oriented Districts and near school

Policy 7D.P48: Require pedestrian site access for all new development and identify missing elements during the development review process.

Goal 7D.G21: Develop a comprehensive bicycle network that connects local and regional commuter and recreation routes.

Goal 7D.G24: Require new development or redevelopment to provide bicycle parking where appropriate and ensure it is located in safe, prominent locations.

Policy 7D.P53: Integrate bicycle facility features from the Active Transportation Plan into new development projects as a condition of approval.

Policy 7D.P59: When designing streetscape and circulation improvements, balance bicycle needs with the needs of other transportation modes.

Goal 7D.G25: Use transportation demand management (TDM) tools on a Citywide basis to encourage and create incentives for the use of alternate travel modes for various project sizes and land uses.

Policy 7D.P61: Develop scalable TDM solutions for new development based upon land use types and site features.

Conservation Component

Goal 7E.G8: Contribute to attainment of regional goals by improving ambient air quality levels within Pomona.

Goal 7E.G9: SB 375: Support regional efforts to reduce GHG emissions to the extent feasible.

Goal 7E.G10: Incorporate air quality protection and improvement programs and policies into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips.

Policy 7E.P14: Prepare a Green Plan to guide the City in its efforts to reduce GHG emissions.

Policy 7E.P16**:** Attempt to reduce single-occupancy vehicle travel as outlined throughout this document and summarized in the Pomona Tomorrow General Plan diagram by:

- Placing a strong emphasis on maximizing the efficiency of existing transportation facilities.
- Promoting increased density of development within existing transportation (especially transit) corridors.
- Encouraging the use of public transportation, and
- Emphasizing pedestrian and bicycle circulation, rather than motor vehicle circulation.

Policy 7E.P17: Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit use and providing bicycle parking and showers, as a condition of project approval.

Policy 7E.P18: Require dust abatement actions for all new construction and redevelopment projects.

Policy 7E.P21: Require all large construction projects to mitigate diesel exhaust emissions through use of alternative fuels and control devices, as appropriate and cost effective.

Policy 7E.P22: Minimize emissions from residential and commercial uses through the following:

- Encourage new development to incorporate sustainability design solutions such as those outlined in the Leadership in Energy and Environmental Design (LEED) ratings systems;

- Require high efficiency heating and other appliances, such as cooking equipment, refrigerators, furnaces and low NO_x water heaters in new and renovated residential units. Require the Building Division to maintain these standards;
- Require new residential and commercial buildings to comply with or exceed requirements of CCR Title 24;
- Encourage passive solar building design and landscaping conducive to passive solar energy use for both residential and commercial uses, i.e., building orientation in a south to southeast direction, planting deciduous trees on west sides of structures, landscaping with drought resistant species, and use of groundcover rather than pavement to reduce heat reflection;
- Encourage the use of battery-powered, electric, or other similar equipment that does not impact local air quality for non-residential maintenance activities;
- Provide natural gas hookups to fireplaces or require residential use of EPA-certified wood stoves, pellet stoves, or fireplace inserts.

Goal 7E.G12: Continue to reduce City-wide water use.

Policy 7E.P25: Encourage the use of water efficient appliances and fixtures in new development and upgrades in existing development.

Policy 7E.P26: Encourage low water use irrigation such as drip irrigation and rainwater capture systems.

Policy 7E.P27: Encourage the use of drought tolerant plant species (especially native plants), and low water use irrigation such as drip irrigation and rainwater capture systems.

Goal 7E.G20: Reduce City-wide energy demand.

Goal 7E.G21**:** Increase City-wide energy supply from renewable sources.

Policy 7E.P40: Prepare a Green Plan to guide the City's efforts towards reduced energy use and increased energy efficiency, particularly in support of reducing GHG emissions.

Policy 7E.P41: Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit oriented City structure outlined in Section 6, Pomona Tomorrow.

Goal 7F.G7: Encourage the application of sustainable site planning and "green" building practices in Pomona to improve quality-of-life and achieve the City's Conservation goals.

Policy 7F.P16: Prepare and implement "green" building guidelines and/or standards, appropriate to the Pomona context, to ensure high levels of energy efficiency and reduction of environmental impacts associated with construction and operations of buildings. Ensure that these guidelines/standards:

- Require documentation demonstrating that building designs meet minimum performance targets through submittal of performance reports to the City as part of the building permit application.
- Meet or exceed California's most recent Title 24 regulation standards for building energy efficiency.
- Require building projects to meet or exceed a performance target, but allow complete flexibility in the methods used.

- Reduce resource or environmental impacts, using cost-effective and well proven design and construction strategies.

Policy 7F.P17. 17: Incorporate "green" building principles and practices, to the extent practicable and financially feasible, into the planning, design, construction, management, renovation, operations and demolition of all facilities that are constructed, owned, managed or financed by the City.

- Incorporate sufficient "green" building methods and techniques to achieve LEED certification or an equivalent.

City of Pomona Green Plan

The City's Green Plan, adopted in November 2012, is aimed at integrating sustainable design into all aspects of the City's operations and is designed to evolve with the City as new technologies, new economics, and new priorities redefine what is feasible. The City vision for its Green Plan is a plan that directs its growth in a manner that minimizes waste, minimizes consumption, reduces dependence on foreign oil, optimizes existing systems and programs, and maximizes the City's opportunities for sustainable economic development. The Green Plan includes sections dedicated to the following topics: (1) community strategies for land use and community design; (2) community and municipal green building strategies; (3) community and municipal strategies for efficient transportation; (4) renewable energy and low-carbon fuels; (5) open space and carbon storage and offset strategies; (6) water and wastewater management; (7) waste reduction and recycling strategies; (8) climate friendly purchasing; and (9) promoting community and individual actions. Overall, the Green Plan proposed a GHG emission reduction target of 15% below baseline emissions levels by 2020 and outlines goals, policies, and actions in order for the City to achieve the GHG emissions target.

3.3 Greenhouse Gas Inventories and Climate Change Conditions

3.3.1 Sources of Greenhouse Gas Emissions

Global Inventory

Anthropogenic (human-caused) GHG emissions worldwide in 2020 (the most recent year for which data is available) totaled approximately 49,800 million metric tons (MMT) CO_2e, excluding land use change and forestry (PBL 2022). Six countries (China, the United States, the Russian Federation, India, and Japan) and the European Union accounted for approximately 58 percent of the total global emissions, or approximately 28,780 MMT CO_2e (PBL 2022). Table 16 presents the top GHG-emissions-producing countries.

Table 16. Six Top Greenhouse-Gas-Producer Countries and the European Union

Emitting Countries (listed in order of emissions)	Greenhouse Gas Emissions (MMT CO_2e)
China	14,300
United States	5,640
European Union	3,440
India	2,210

Table 16. Six Top Greenhouse-Gas-Producer Countries and the European Union

Emitting Countries (listed in order of emissions)	Greenhouse Gas Emissions (MMT CO_2e)
Russian Federation	1,160
Japan	2,030
Total	**28,780**

Source: PBL 2022.
Note: MMT CO2e = million metric tons of carbon dioxide equivalent.

National Inventory

Per the EPA's Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2022, total U.S. GHG emissions were approximately 6,343.2 MMT CO_2e in 2022 (EPA 2024d). Total U.S. emissions have decreased by 3% from 1990 to 2022, down from a high of 15.2% above 1990 levels in 2007. Gross emissions increased from 2021 to 2022 by 0.2% (14.4 MMT CO_2e). Net emissions (i.e., including sinks) were 5,489 MMT CO_2e in 2022. Overall, net emissions increased 1.3% from 2021 to 2022 and decreased 16.7% from 2005 levels. From 2021 to 2022, the increase in total GHG emissions was driven largely by an increase in CO_2 emissions from fossil fuel combustion due to the continued economic activity rebounding after the height of the COVID-19 pandemic. The CO_2 emissions from fossil fuel combustion increased by 1% from 2021 to 2022, including a 5% increase in residential sector emissions, 8.9% increase in commercial sector emissions, 2.6% increase in industrial emissions, 0.1% decrease in transportation sector emissions, and 0.6% decrease in electric power sector emissions. Carbon sequestration in the land use, land-use change, and forestry sector offset 14.5% of total emissions in 2022 (EPA 2024d).

State Inventory

According to California's 2000–2022 GHG emissions inventory (2024 edition), California emitted approximately 371.1 MMT CO_2e in 2022, including emissions resulting from out-of-state electrical generation (CARB 2024c). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high-GWP substances, and recycling and waste. Table 17 presents California GHG emission source categories and their relative contributions to the emissions inventory. In 2014, statewide GHG emissions dropped below the 2020 GHG limit of 431 MMT CO_2e and have remained below that level since that time (CARB 2024c).

Table 17. Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total
Transportation	139.9	37.69%
Industrial uses	72.7	19.59%
Electricity generation[a]	59.8	16.11%
Residential and commercial uses	39.5	10.64%
Agriculture and forestry	29.8	8.03%
High-GWP substances	21.3	5.74%
Recycling and waste	8.2	2.21%
Totals	**371.1**	**100%**

Source: CARB 2024c.
Notes: GHG = greenhouse gas; GWP = global warming potential; MMT = million metric tons; CO_2e = carbon dioxide equivalent. Emissions reflect 2022 California GHG inventory.

Totals may not sum due to rounding.
[a] Includes emissions associated with imported electricity, which account for 17.5 MMT CO_2e.

Local Inventory

As a part of the City's Green Plan adopted in 2012, the City estimated GHG emissions for a baseline year of 2007. In the baseline year of 2007, the City of Pomona emitted about 987,170 MT CO_2e. The transportation sector was the largest contributor of GHG emissions, responsible for about 53% of the total (522,890 MT CO_2e). Commercial/industrial energy use contributed 24% of the community's emissions (232,170 MT CO_2e), and residential energy use was responsible for a further 15% (148,460 MT CO_2e). Five other sectors (direct access electricity, street lighting, water and wastewater electricity use, community-generated waste, and off-road sources such as construction and landscaping equipment) contributed the remaining 8%, or 83,690 MT CO_2e (City of Pomona 2012). The City's community-wide GHG emissions inventory for baseline year 2007 is presented in Table 18.

Table 18. Pomona Greenhouse Gas Emissions Summary by Sector – Year 2007

Source Category	Annual GHG Emissions (MT CO_2e)	Percent of Total[a]
Residential Energy	148,460	15%
Commercial/Industrial Energy	232,170	24%
Direct Access Electricity	25,540	3%
Street & Traffic Lighting	10,470	1%
Water and Wastewater	12,100	1%
On-Road Transportation	522,890	53%
Community-Generated Waste	32,880	3%
Off-Road Equipment	2,600	<1%
Total	**987,170**	**100.00%**

Source: City of Pomona 2012.
Notes: GHG = greenhouse gas; MT CO2e = metric tons of carbon dioxide equivalent
Emissions reflect 2007 San Rafael GHG inventory.
[a] Percent of total has been rounded, and total does not sum due to rounding.

3.3.2 Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 IPCC Synthesis Report (IPCC 2014) indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Global surface temperature in the first two decades of the twenty-first century (2001–2020) was 0.99 [0.84 to 1.10]°C higher than 1850–1900 (IPCC 2023). Global surface temperature has increased faster since 1970 than in any other 50-year period over at least the last 2000 years (IPCC 2023). Scientific modeling predicts that continued

emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities, principally through emissions of GHGs, have unequivocally caused global warming, with global surface temperature reaching 1.1°C above 1850-1900 in 2011-2020 (IPCC 2023).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. OEHHA identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernible evidence that climate change is occurring in California and is having significant, measurable impacts in the state. Changes in the state's climate have been observed including an increase in annual average air temperature, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of statewide precipitation (OEHHA 2022).

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers and snowpack—upon which the state depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the state's annual water supply. Impacts of climate on physical systems have been observed such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in spring snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2022).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires has been increasing each year (OEHHA 2022).

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the state, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. To address local and regional governments' need for information to support action in their communities, the Fourth Assessment (CNRA 2018) includes reports for nine regions of the state, including the Los Angeles Region. Key projected climate changes for the Los Angeles Region include the following (CNRA 2018):

- Continued future warming over the Los Angeles region. Across the region, average maximum temperatures are projected to increase around 4°F to 5°F by the mid-century, and 5°F to 8°F by the late-century.
- Extreme temperatures are also expected to increase. The hottest day of the year may be up to 10°F warmer for many locations across the Los Angeles region by the late century under certain model scenarios. The number of extremely hot days is also expected to increase across the region.

- Despite small changes in average precipitation, dry and wet extremes are both expected to increase. By the late twenty-first century, the wettest day of the year is expected to increase across most of the Los Angeles region, with some locations experiencing 25% to 30% increases under certain model scenarios. Increased frequency and severity of atmospheric river events are also projected to occur for this region.
- Sea levels are projected to continue to rise in the future, but there is a large range based on emissions scenario and uncertainty in feedbacks in the climate system. Roughly 1 feet to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8 feet to 10 feet of sea level rise by the end of the century.
- Projections indicate that wildfire may increase over southern California, but there remains uncertainty in quantifying future changes of burned area over the Los Angeles region.

3.4 Significance Criteria and Methodology

3.4.1 Thresholds of Significance

The significance criteria used to evaluate the project's GHG emissions impacts is based on the recommendations provided in Appendix G of the CEQA Guidelines. For the purposes of this GHG emissions analysis, the project would have a significant environmental impact if it would (14 CCR 15000 et seq.):

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009). The State of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory, titled Discussion Draft CEQA and Climate Change Advisory (OPR 2018), states that:

> [N]either the CEQA statute nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for perming an impact analysis. This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable. Even in the absence of clearly defined thresholds for GHG emissions, such emissions must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact.

Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice." Section 15064.7(c) of the CEQA Guidelines specifies that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008b). This guidance document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_2e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO_2e per service population per year (MT CO_2e/SP/year) for project level analyses and 6.6 MT CO_2e/SP/year for plan level analyses. The 2035 efficiency targets are 3.0 MT CO_2e/SP/year for project level analyses and 4.1 MT CO_2e/SP/year for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

To determine the project's potential to generate GHG emissions that would have a significant impact on the environment, the project's GHG emissions were estimated and then compared to the non-industrial project

quantitative threshold of 3,000 MT CO_2e per year under Tier 3, Option 2. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the project, which is assumed to be 30 years (SCAQMD 2008b).

In addition, the project was evaluated for its potential to conflict with various GHG emission reduction plans including CARB's Scoping Plan, SCAG's RTP/SCS, and statewide 2030, and 2050 GHG reduction targets identified in SB 32 and EO S-3-05. While the City's Green Plan does not serve as a Qualified Greenhouse Gas Emissions Reduction Plan under State CEQA Guidelines Section 15183.5(b), for disclosure, the potential for the project to conflict with applicable objectives and reduction measures is provided in the impact analysis in Section 3.5.2. In addition, the potential for the project to conflict with relevant GHG related policies of the City's General Plan, as applicable, is provided in the impact analysis.

3.4.2 Approach and Methodology

3.4.2.1 Construction

CalEEMod Version 2022.1.1.29 was used to estimate potential project-generated GHG emissions during construction. Construction of the project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. All details for construction criteria air pollutants discussed in Section 2.4.2.1, are also applicable for the estimation of construction-related GHG emissions. As such, see Section 2.4.2.1 for a discussion of construction emissions calculation methodology and assumptions.

3.4.2.2 Operation

Operation of the proposed project would generate GHG emissions from mobile sources, area sources (landscape maintenance equipment), energy use, water use and wastewater generation, solid waste (i.e., CO_2e emissions associated with landfill off-gassing), and refrigerants (HFCs used in air conditioning systems). As with project construction, CalEEMod Version 2022.1.1.29 was used to estimate potential project-generated operational GHG emissions based on project land uses. It was assumed that the proposed project would be operational following the completion of construction, which would occur in 2030.

Area Sources

CalEEMod was used to estimate GHG emissions from the project's area sources, which include operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. See Section 2.4.2, for a discussion of landscaping equipment emissions calculations.

Energy Sources

The estimation of operational energy emissions was based on CalEEMod land use defaults and units or total area (i.e., square footage) of the project's land uses. The energy use (electricity usage per square foot per year) from residential land uses is calculated in CalEEMod based on the 2019 Residential Appliance Saturation Survey (RASS). Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity) for CO_2 and other GHGs. Annual electricity emissions were estimated

in CalEEMod using the emissions factors for Southern California Edison (SCE), which would be the energy provider for the project.

The CalEEMod default energy intensity factor (CO_2, CH_4, and N_2O mass emissions per kilowatt-hour) for Southern California Edison was applied which is based on the CO_2 intensity factor for Southern California Edison's energy mix in 2030. As explained in Section 3.2.2, SB 100 calls for further development of renewable energy, with a target of 44% by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030. As such, GHG emissions associated with project electricity demand would continue to decrease over time. Notably, the project would be committing to being all-electric and will not include natural gas infrastructure. All-electric buildings would result in less GHG emissions because electricity is a less GHG intensive energy source than natural gas.

Mobile Sources

All details for criteria air pollutants discussed in Section 2.4.2.2 are also applicable for the estimation of operational mobile source GHG emissions.

Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the NHTSA and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated using the CalEEMod emission factors for motor vehicles in 2030 for the project, which is based on EMFAC2021.

Solid Waste

Land uses, including the project, generate solid waste, and therefore, result in CO_2e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were applied for the project. No diversion of solid waste was assumed for the project; however, this is a conservative assumption as AB 939 had a statewide goal of 50% diversion by 2000, AB 341 had a statewide goal of 75% diversion by 2020, and the state continues to strive to reduce or divert landfill material.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project and existing land uses requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using default values in CalEEMod.

3.5 Impact Analysis

3.5.1 Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction Emissions

Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor trucks, and worker vehicles. The SCAQMD *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (2009) recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies." Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT CO_2e per year. The quantification of emissions, therefore, is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 4.6.3. Construction of the proposed project is anticipated to commence in January 2026 and reach completion in December 2029. On-site sources of GHG emissions include off-road equipment and off-site sources including haul trucks, vendor trucks, and worker vehicles. Table 19 presents construction emissions for the project from 2026 through 2029 from on-site and off-site emission sources.

Table 19. Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
2026	538.96	0.02	0.01	0.10	542.38
2027	471.53	0.02	0.02	0.29	477.16
2028	513.91	0.01	0.02	0.35	520.85
2029	421.66	0.01	0.02	0.28	427.28
				Construction Emissions Total	1,967.68
				Construction Emissions Amortized Over 30 years	65.59

Notes: CO_2 = carbon dioxide; CH_4 = methane; GHG = greenhouse gas; N_2O = nitrous oxide; R = refrigerants; CO_2e = carbon dioxide equivalent. See Appendix A for complete results.

As shown in Table 19, the estimated total GHG emissions during construction of would be approximately 1,968 MT CO_2e over the construction period. Estimated project-generated construction emissions amortized over 30 years would be approximately 66 MT CO_2e per year.

Operational Emissions

Long-term operations of the project would result in GHG emissions through mobile sources and area sources (landscape maintenance equipment); energy use (generation of electricity consumed by the proposed project);

generation of electricity associated with wastewater treatment and with water supply, treatment, and distribution; and solid waste disposal. Annual GHG emissions from these sources were estimated using CalEEMod.

The estimated operational GHG emissions from project area sources, energy consumption, solid waste, water consumption, and wastewater treatment associated with the project in 2030 are shown in Table 20. Details of the emission calculations are provided in Appendix A.

Table 20. Estimated Operational and Construction Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
Mobile	1,865.29	0.09	0.08	1.86	1,891.92
Area	10.50	<0.01	<0.01	—	10.56
Energy (electricity)	139.28	0.02	<0.01	—	140.36
Water supply and wastewater	19.43	0.28	0.01	—	28.43
Solid waste	15.31	1.53	0.00	—	53.56
Refrigerants	—	—	—	0.43	0.43
Construction (amortized over 30 years)	—	—	—	—	65.59
				Total	**2,190.85**
				SCAQMD GHG Threshold	*3,000*
				Exceeds thresholds?	**No**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrogen dioxide; R = refrigerants; CO_2e = carbon dioxide equivalent.
See Appendix A for complete results.
[a] <0.01 = value less than reported 0.01 metric tons per year.

Table 20 indicates that estimated annual project-generated GHG emissions would be approximately 2,125 MT CO_2e per year as a result of project operations. Estimated annual project-generated operational emissions plus amortized project construction emissions (66 MT CO_2e per year) would be approximately 2,191 MT CO_2e per year. GHG emissions associated with development of the project would be below the SCAQMD GHG threshold of 3,000 MT CO_2e per year. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and this would represent a cumulatively less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

3.5.2 Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Project Consistency with the City of Pomona Green Plan

As discussed in Section 3.2.3, the City of Pomona Green Plan identifies a variety of goals and policies, which would guide the City and community in committing to sustainability and reducing GHG emissions within the City. The core of the Green Plan is the integration of sustainable design into all aspects of the City's operations. The Green Plan includes sections dedicated to the following topics: land use and community design, green building, transportation, renewable energy and low-carbon fuels, open space and offsetting carbon emissions, water management, waste reduction and recycling, climate-friendly purchasing, promoting community and individual action within the City. The list of measures presented within the Green Plan are outlined in Table 21, along with the project's consistency with them.

Table 21. Project Consistency with the City of Pomona Green Plan

Goal	Project Compliance
Goal 1.1: Promote Pomona as a sub-regional center through the creating of a diverse economic base, quality retail opportunities and excellent transit connectivity.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 1.2: Adopt policies that promote compact and efficient development in new and existing communities.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 1.3: Integrate mobility with land use.	*Consistent.* The project would provide new living opportunities in close proximity to transit, thereby increasing ridership. Currently, the nearest bus stops to the project for Line 286 are located along Mission Boulevard, approximately 0.3 miles west and 0.8 miles east of the Sorrento Drive/Mission Boulevard intersection. Bus stops are also located along Humane Way and at the Temple Avenue/Mission Boulevard intersection.
Goal 1.4: Conserve open space resources and promote urban forests and recreational activities.	*Consistent.* The approximately 120-acre site would disturb approximately 35.98 acres of the project site, with the remainder preserved as open space.
Goal 1.5: Make Pomona a vibrant social center through coherent and high quality community design that provides a better quality of life for all residents and fosters community pride.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 2.1: Increased green updates to existing buildings.	*Not applicable.* This applies to existing buildings. The project develop residential uses and would not prevent the City from attainting this goal.
Goal 2.2: Encourage net-zero design of buildings.	*Consistent.* The project's residential buildings would be subject to the applicable solar requirements by CALGreen code. The project would include solar panels, which would be located on the rooftop of the residential buildings; however, size capacity is still being developed.
Goal 2.3. Expand visibility of existing local green building incentives, resources, and requirements.	*Consistent.* This goal applies to the City's development of local green building incentives, resources, and requirements, however, the project would be required to be constructed in compliance with Pomona Municipal Code and CALGreen requirements in effect at the time of building construction.
Goal 2.4: Lead community through implementation of green building practices and codes.	*Consistent.* This goal applies to the City's development of local green building codes and requirements, however, the project would be required to be constructed in compliance with Pomona Municipal Code and CALGreen requirements in effect at the time of building construction.
Goal 3.1: Implement transportation planning processes that reduce automobile dependency.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.

Table 21. Project Consistency with the City of Pomona Green Plan

Goal	Project Compliance
Goal 3.2: Reduce GHG emissions related to automobile and on-road transportation systems.	*Consistent.* The project would provide new living opportunities in close proximity to transit, thereby increasing ridership. Currently, the nearest bus stops to the project for Line 286 are located along Mission Boulevard, approximately 0.3 miles west and 0.8 miles east of the Sorrento Drive/Mission Boulevard intersection. Bus stops are also located along Humane Way and at the Temple Avenue/Mission Boulevard intersection.
Goal 3.4: Reduce GHG emissions related to the city's fleet operations.	*Not applicable.* The project would develop residential uses and would not prevent the City from attainting this goal.
Goal 3.5: Promote alternatives to single occupant auto commuting for city employees.	*Not applicable.* The project is not related to city employees, but would not prevent the City from attainting this goal.
Goal 4.1: Renewable/alternative energy for city facilities and fleet.	*Not applicable.* The project develop residential uses and would not prevent the City from attainting this goal. The project would be required to be constructed in compliance with Pomona Municipal Code and CALGreen requirements in effect at the time of building construction.
Goal 4.2: Renewable energy programs for residential/commercial development.	*Consistent.* The project's residential buildings would be subject to the applicable solar requirements by CALGreen code. The project would include solar panels, which would be located on the rooftop of the residential buildings; however, size capacity is still being developed.
Goal 4.3: Promote use of renewable energy.	*Consistent.* The project's residential buildings would be subject to the applicable solar requirements by CALGreen code. The project would include solar panels, which would be located on the rooftop of the residential buildings; however, size capacity is still being developed.
Goal 5.1: Increase community participation in preserving and enhancing forests, parks, street trees, open space, and other natural systems that act as carbon sinks.	*Consistent.* The approximately 120-acre site would disturb approximately 35.98 acres of the project Site, with the remainder preserved as open space.
Goal 5.2: Increase community patronage and knowledge of local sustainable agriculture.	*Consistent.* The project would not impact agricultural lands during construction or operation, as the project site is in an urbanized area.
Goal 5.3: Increase community participation in carbon credits and allowances.	*Not applicable.* The project develop residential uses and would not prevent the City from attainting this goal.
Goal 5.5: Strengthen current city management of urban forests and other natural carbon sinks.	*Consistent*. The project would include drought tolerant plantings. In addition, proposed landscaping would also be provided within the 0.75-acre recreational area, and would include trees, to be located within the eastern and southern boundary of the site.

Table 21. Project Consistency with the City of Pomona Green Plan

Goal	Project Compliance
Goal 5.6: Increase support for local sustainable agriculture at city facilities.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 5.7: Increase city participation in offsetting carbon emissions through carbon credits or allowances.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 6.1: Achieve 20% reduction in water use over baseline per capita by 2020.	*Consistent.* The project would comply with the City's Ordinance No. 4122 which establishes water use efficiency best management practices. All new construction will meet current code and local agency requirements.
Goal 6.2: Reduce energy use in water (both potable and recycled) systems.	*Consistent.* The project would comply with the City's Ordinance No. 4122 which establishes water use efficiency best management practices. All new construction will meet current code and local agency requirements. Furthermore, the project would include drought tolerant plantings.
Goal 6.3: Reduce municipal water consumption.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 6.4: Raise awareness of the watershed management plan.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 6.5: Encourage low-impact development.	*Consistent.* The project would comply with the City's Ordinance No. 4122 which establishes water use efficiency best management practices. All new construction will meet current code and local agency requirements. Furthermore, the project would include drought tolerant plantings.
Goal 6.6: Raise awareness of the watershed management program.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 6.7: Encourage low-impact development.	*Consistent.* This goal applies to the City's development of low-impact development codes and requirements, however, the project would be required to be constructed in compliance with Pomona Municipal Code and CALGreen requirements in effect at the time of building construction.
Goal 7.1: Enhance and encourage recycling in the community.	*Consistent.* The project would comply with residential recycling regulations by providing adequate space for recycling and composting containers in facility as well as outside to accommodate landfill, recycling, and composting carts.
Goal 7.2: Enhance and encourage resource recovery programs for construction and demolition material.	*Consistent.* During construction, the project would comply with all State regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act as amended and the 2019 CALGreen code. During

Table 21. Project Consistency with the City of Pomona Green Plan

Goal	Project Compliance
	construction, CALGreen requires recycling and/or salvage for reuse of a minimum of 65% of the non-hazardous construction and demolition waste.
Goal 7.3: Fully implement ordinance no. 4153 to require business recycling.	*Not applicable.* The project would develop residential uses and would not prevent the City from attainting this goal.
Goal 8.1: Achieve more climate-friendly purchasing in the private sector.	*Not applicable.* The project would develop residential uses and would not prevent the City from attainting this goal.
Goal 8.2: Achieve greater community climate-friendly purchasing.	*Consistent.* The project would comply with the City and CALGreen requirements at the time of building construction as it includes provisions related to installation of energy-efficient appliances.
Goal 8.3: Commit to purchasing specific products that are climate-friendly.	*Not applicable.* This goal pertains to amending the City's current procurement policy to include standards for purchasing climate-friendly products and require agency purchases to meet such standards. The project would develop residential uses and would not prevent the City from attainting this goal.
Goal 8.4: Commit to utilizing services that are climate-friendly.	*Not applicable.* This goal pertains to the City purchasing services that are climate-friendly. The project would develop residential uses and would not prevent the City from attainting this goal.
Goal 8.5: Increase the fuel efficiency of all fleet vehicles.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 9.1: Promote individual actions.	*Not applicable.* The project would develop residential uses and would not prevent the City from attainting this goal. Furthermore, the project would be required to be constructed in compliance with Pomona Municipal Code and CALGreen requirements in effect at the time of building construction.
Goal 9.2: Promote cooperation between agencies and communities.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.
Goal 9.3: Provide opportunities for public engagement.	*Not applicable.* The project would develop residential uses and would not prevent the City from attaining this goal.

Source: City of Pomona 2012.
Notes: GHG = greenhouse gas.

As demonstrated in Table 21, the project would comply with all applicable goals of the City's Green Plan.

Project Potential to Conflict with Connect SoCal (2024–2050 RTP/SCS)

The following strategies are intended to be supportive of implementing Connect SoCal 2024 and reducing GHGs: focus growth near destinations and mobility options, promote diverse housing choices, leverage technology

innovations, support implementation of sustainability policies, and promote a green region (SCAG 2024). The plan focuses on four pillars: mobility, communities, environment, and economy. Within each category includes a set of implementation strategies that articulate priorities for SCAG efforts in fulfilling or going beyond the regional planning policies. Because the Project is not growth inducing, this type of consistency analysis does not apply. However, the major goals of the Connect SoCal 2024 are outlined in Table 22, along with the Project's consistency with them.

Table 22. Project Consistency with Connect SoCal (SCAG 2024–2050 RTP/SCS)

RTP/SCS Measure	Proposed Project Consistency
System Preservation and Resilience	*Not applicable.* The project would not inhibit SCAG from preserving the existing transportation system.
Complete Streets	*Not applicable.* The project would not inhibit SCAG from preserving expanding the regional transportation system.
Transit and Multimodal Integration	*Not applicable.* The project would not inhibit SCAG from expanding the multimodal connectivity and prioritization of transit and shared mobility.
Transportation System Management	*Not applicable.* The project would not inhibit SCAG from implementing operational improvement strategies that maintain the performance of the existing transportation system.
Transportation Demand Management	*Not applicable.* The project would not inhibit SCAG from managing the demands on the transportation system.
Technology Integration	*Not applicable.* The project would not inhibit SCAG from leveraging technology for the transportation system.
Safety	*Not applicable.* The project would not inhibit SCAG from promoting walking, biking, and other forms of active transportation safety.
Funding the System/User Fees	*Not applicable.* The project would not inhibit SCAG from transportation funding.
Priority Development Areas	*Not applicable.* The project would not inhibit SCAG from promoting the growth of origins and destinations.
Housing the Region	*Consistent.* The project would provide housing development with access to important resources and amenities.
15-Minute Communities	*Not applicable.* The project would not inhibit SCAG from focusing new growth around transit corridors and promoting 15-minute communities.
Equitable Engagement and Decision-Making	*Not applicable.* The project would not inhibit SCAG from serving the most disadvantaged communities.
Sustainable Development	*Not applicable.* The project would not inhibit SCAG from promoting sustainable development.
Air Quality	*Inconsistent.* The project would result in criteria air pollutant and GHG emissions during construction.
Clean Transportation	*Not applicable.* The project would not inhibit SCAG from the deployment of clean transportation options.
Natural and Agricultural Lands Preservation	*Not applicable.* The project would not interfere with the preservation of natural lands.
Climate Resilience	*Not applicable.* The project would not inhibit SCAG from prioritizing the most vulnerable populations and communities subject to climate hazards to help the people, places and

Table 22. Project Consistency with Connect SoCal (SCAG 2024–2050 RTP/SCS)

RTP/SCS Measure	Proposed Project Consistency
	infrastructure that are most at risk for climate change impacts.
Goods Movement	*Not applicable.* The project would not inhibit SCAG from strengthening the regional transportation network for goods movement.
Broadband	*Not applicable.* The project would not inhibit SCAG from regional broadband deployment and access to provide the necessary infrastructure.
Universal Basic Mobility	*Not applicable.* The project would not inhibit SCAG from implementing safe and efficient access to a range of mobility services.
Workforce Development	*Not applicable.* The project would not inhibit SCAG from implementing inclusive workforce development that promotes upward economic mobility safe and efficient access to a range of mobility services.
Tourism	*Not applicable.* The project would not inhibit SCAG from collaborating with state, county and local agencies within the region that are charged with promoting tourism and transportation

Source: SCAG 2024.

As shown in Table 22, the project would not conflict with most of the goals within SCAG's 2024 RTP/SCS. The project would conflict with the goal to improve air quality and GHGs in the region. However, as shown in Sections 2.5.2 and 3.5.1, the project would not exceed any SCAQMD thresholds and would not result in a substantial amount of air pollutant or GHG emissions.

Project Potential to Conflict with CARB's Scoping Plan

The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.[11] Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 23 highlights measures that have been, or will be, developed under the 2008 Scoping Plan and presents the project's consistency with Scoping Plan measures. The project would comply with all regulations

[11] The Final Statement of Reasons for the amendments to the State CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the project.

Table 23. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Potential to Conflict
Transportation Sector		
Advanced Clean Cars	T-1	*No conflict.* The project's residents and visitors would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	T-2	*Not applicable.* This is a statewide measure that cannot be implemented by a project applicant or lead agency. Nonetheless, this standard would be applicable to the fuel used by vehicles that would access the project (i.e., motor vehicles driven by the project's residents and visitors would use compliant fuels).
Regional Transportation-Related GHG Targets	T-3	*Not applicable.* The project is not related to developing GHG emission reduction targets. To meet the goals of SB 375, the SCAG Connect SoCal, which is the region's RTP/SCS, is applicable to the project. The project would not preclude the implementation of this strategy.
Advanced Clean Transit	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
Last-Mile Delivery	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
Reduction in VMT	N/A	*No conflict.* The project would not prevent CARB from implementing this measure.
Vehicle Efficiency Measures 1. Tire Pressure 2. Fuel Efficiency Tire Program 3. Low-Friction Oil 4. Solar-Reflective Automotive Paint and Window Glazing	T-4	*No conflict.* These vehicle efficiency standards would be applicable to the light-duty vehicles that would access the project. Motor vehicles driven by the project's residents and visitors would maintain proper tire pressure when their vehicles are serviced. The project's employees and customers would replace tires in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. Motor vehicles driven by the project's residents, employees, and customers would use low-friction oils when their vehicles are serviced. The project's residents, employees, and customers would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. In addition, the project would not prevent CARB from implementing this measure.
Ship Electrification at Ports (Shore Power)	T-5	*Not applicable.* The project is not within a Port District and the project would not prevent CARB from implementing this measure.
Goods Movement Efficiency Measures 1. Port Drayage Trucks	T-6	*Not applicable.* The project would not prevent CARB from implementing this measure.

Table 23. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Potential to Conflict
2. Transport Refrigeration Units Cold Storage Prohibition 3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification 4. Goods Movement Systemwide Efficiency Improvements 5. Commercial Harbor Craft Maintenance and Design Efficiency 6. Clean Ships 7. Vessel Speed Reduction		
Heavy-Duty Vehicle GHG Emission Reduction ▪ Tractor-Trailer GHG Regulation ▪ Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	T-7	*No conflict.* Although the project is not anticipated to include substantial heavy-duty vehicles due to the residential and retail land uses, any heavy-duty vehicles accessing the project site would be required to comply with CARB GHG reduction measures. In addition, the project would not prevent CARB from implementing this measure.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive Proposed project	T-8	*No conflict.* While the project is not anticipated to include substantial heavy-duty vehicles, and medium- and heavy-duty vehicles (e.g., delivery trucks) accessing the project site could take advantage of the vehicle hybridization action, which would reduce GHG emissions through increased fuel efficiency. In addition, the project would not prevent CARB from implementing this measure.
Medium and Heavy-Duty GHG Phase 2	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
High-Speed Rail	T-9	*Not applicable.* The project does not include rail and would not prevent CARB from implementing this measure.
Electricity and Natural Gas Sector		
Energy Efficiency Measures (Electricity)	E-1	*No conflict.* The project would comply with the current Title 24 Building Energy Efficiency Standards at the time of building permit, which at a minimum will be the 2022 Title 24 standards during development of the project.
Energy Efficiency (Natural Gas)	CR-1	*No conflict.* The project will be all-electric and will not include natural gas infrastructure. All-electric residential buildings would result in less GHG emissions because electricity is a less GHG intensive energy source than natural gas.
Solar Water Heating (California Solar Initiative Thermal Program)	CR-2	*Consistent.* The project would include solar water heating where feasible.
Combined Heat and Power	E-2	*Not applicable.* The project would not prevent CARB from implementing this measure.

Table 23. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Potential to Conflict
Renewables Portfolio Standard (33% by 2020)	E-3	*No conflict*. The electricity used by the project would benefit from reduced GHG emissions resulting from increased use of renewable energy sources. In addition, the project would provide onsite renewable solar generated energy.
Renewables Portfolio Standard (50% by 2050)	N/A	*No conflict*. The electricity used by the project would benefit from reduced GHG emissions resulting from increased use of renewable energy sources. In addition, the project would provide onsite renewable solar generated energy per Title 24 standards.
SB 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs	E-4	*No conflict*. The project would provide onsite renewable solar generated energy. In addition, the project would not prevent CARB from implementing this measure.
Water Sector		
Water Use Efficiency	W-1	*No conflict.* The project would comply with the City's water-efficient landscape/irrigation ordinance and 2019 CALGreen. The project would be designed and constructed to incorporate water conservation features, including requirements related to water closets, showerheads, and faucets. In addition, the project would not prevent CARB from implementing this measure.
Water Recycling	W-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Water System Energy Efficiency	W-3	*Not applicable.* This is applicable for the transmission and treatment of water, but it is not applicable for the project. The project would not prevent CARB from implementing this measure.
Reuse Urban Runoff	W-4	*Not applicable.* The project would incorporate permeable surfaces within landscaped portions of the parking lots to facilitate natural filtration or water runoff within the parking lots. The project would not prevent CARB from implementing this measure.
Renewable Energy Production	W-5	*Not applicable.* Applicable for wastewater treatment systems. In addition, the project would not prevent CARB from implementing this measure.
Green Buildings		
State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	*Not applicable.* While this strategy applies to State buildings and it thus, not applicable to the project, the project would be required to be constructed in compliance with state or local green building standards in effect at the time of building construction including the Title 24 Building Energy Efficiency Standards, including the 2019 CALGreen requirements.

Table 23. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Potential to Conflict
Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	*Consistent.* The project would be required to be constructed in compliance with Pomona Municipal Code and CALGreen requirements in effect at the time of building construction.
Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	*Consistent.* The project would be required to be constructed in compliance with Pomona Municipal Code and CALGreen requirements in effect at the time of building construction.
Greening Existing Buildings (Greening Existing Homes and Commercial Buildings)	GB-1	*No conflict.* This is applicable for existing buildings only; and is not applicable to the project.
Industry Sector		
Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	I-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
Oil and Gas Extraction GHG Emission Reduction	I-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Reduce GHG Emissions by 20% in Oil Refinery Sector	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
GHG Emissions Reduction from Natural Gas Transmission and Distribution	I-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Refinery Flare Recovery Process Improvements	I-4	*Not applicable.* The project would not prevent CARB from implementing this measure.
Work with the Local Air Districts to Evaluate Amendments to Their Existing Leak Detection and Repair Rules for Industrial Facilities to Include Methane Leaks	I-5	*Not applicable.* The project would not prevent CARB from implementing this measure.
Recycling and Waste Management Sector		
Landfill Methane Control Measure	RW-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
Increasing the Efficiency of Landfill Methane Capture	RW-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Mandatory Commercial Recycling	RW-3	*No conflict.* During both construction and operation, the project would comply with all State regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act as amended and the 2019 CALGreen code. During construction, CALGreen requires recycling and/or salvage for reuse of a minimum of 65% of the non-hazardous construction and demolition waste, and during operation, CALGreen requires serving the entire building with readily accessible areas that are identified for the depositing, storage, and collection of non-

Table 23. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Potential to Conflict
		hazardous materials for recycling to encourage recycling.
Increase Production and Markets for Compost and Other Organics	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Anaerobic/Aerobic Digestion	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Extended Producer Responsibility	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Environmentally Preferable Purchasing	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Forests Sector		
Sustainable Forest Target	F-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
High GWP Gases Sector		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	*No conflict.* The project's residents and visitors would be prohibited from performing air conditioning repairs and would be required to use professional servicing.
SF_6 Limits in Non-Utility and Non-Semiconductor Applications	H-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Reduction of Perfluorocarbons (PFCs) in Semiconductor Manufacturing	H-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Limit High GWP Use in Consumer Products	H-4	*No conflict.* The project's residents and visitors would use consumer products that would comply with the regulations that are in effect at the time of manufacture.
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	*No conflict*. Motor vehicles driven by the project's residents and visitors would comply with the leak test requirements during smog checks.
Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/Repair Program	H-6	*Not applicable.* The project would not prevent CARB from implementing this measure.
Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration	H-6	*Not applicable.* The project would not prevent CARB from implementing this measure.
SF_6 Leak Reduction Gas Insulated Switchgear	H-6	*Not applicable.* The project would not prevent CARB from implementing this measure.
40% Reduction in Methane and Hydrofluorocarbon (HFC) Emissions	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
50% Reduction in Black Carbon Emissions	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
Agriculture Sector		
Methane Capture at Large Dairies	A-1	*Not applicable.* The project would not prevent CARB from implementing this measure.

Notes: GHG = greenhouse gas; CARB = California Air Resources Board; VMT = vehicle miles traveled; SB = Senate Bill; N/A = not applicable; SF_6 = sulfur hexafluoride.

Based on the analysis in Table 23, the project would not conflict with the applicable strategies and measures in the 2008 Scoping Plan.

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels codified by SB 32. Table 24 evaluates the project's potential to conflict with the 2017 Scoping Plan recommended actions.

Table 24. Project Consistency with 2017 Scoping Plan Climate Change Policies and Measures

Recommend Action Summary	Lead Agencies	Proposed Project Potential to Conflict
Implement SB 350 by 2030 ▪ Increase Renewable Portfolio Standard ▪ Establish annual targets for statewide energy efficiency ▪ Reduce GHG emissions in the electricity sector	CPUC, CEC, CARB	*No conflict.* This action is directed towards policymakers and would not be directly applicable to the project.
Implement Mobile Source Strategy (Cleaner Technology and Fuels) ▪ Increase zero emission and plug-in hybrid electric vehicles ▪ Increase GHG stringency on light-duty vehicles beyond Advanced Clean Cars ▪ Medium- and heavy-duty GHG Phase 2 ▪ Innovative Clean Transit ▪ Last Mile Delivery ▪ Further reduce VMT through SB 375 and regional Sustainable Communities Strategy	CARB, CalSTA, SGC, CalTrans CEC, OPR, Local agencies	*No conflict.* The project would include EV charging that would support state goals of increasing ZEVs.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets)	CARB	*No conflict.* This action is directed towards policymakers and would not be directly applicable to the project.
Adjust performance measures used to select and design transportation facilities by 2019	CalSTA and SGC, OPR, CARB, GoBiz, IBank, DOF, CTC, Caltrans	*No conflict.* The action is directed towards CARB and Caltrans and the project would not impede implementation.
Develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts) by 2019	CalSTA, Caltrans, CTC, OPR/SGC, CARB	*No conflict.* This action is directed towards policymakers and would not be directly applicable to the project.
Implement California Sustainable Freight Action Plan	CalSTA, CalEPA, CNRA, CARB, CalTrans, CEC, GoBiz	*Not applicable.* The Sustainable Freight Action Plan provides a recommendation on a high-level vision and broad direction to the Governor to consider for State agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves our State's

Table 24. Project Consistency with 2017 Scoping Plan Climate Change Policies and Measures

Recommend Action Summary	Lead Agencies	Proposed Project Potential to Conflict
		transportation, environmental, and economic interests.
Adopt a Low Carbon Fuel Standard with a carbon intensity reduction of 18%	CARB	*No conflict.* This action is directed towards CARB and would not be directly applicable to the project. However, emissions associated with project vehicle travel would benefit from reductions associated with the Low Carbo Fuel Standard.
Implement the Short-Lived Climate Pollutant Strategy by 2030	CARB, CalRecycle, CDFA, SWRCB, Local air districts	*No conflict.* The project would be required to comply with the Short-Lived Climate Pollutant Strategy to the extent it is applicable.
Develop regulations and programs to support organic waste landfill reduction goals in the Short-Lived Climate Pollutant Strategy and SB 1383 by 2019	CARB, CalRecycle, CDFA, SWRCB, Local air districts	*No conflict.* This action is not within the purview of this project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps	CARB	*No conflict.* The project, which is a residential land use development, is not subject to the California Cap-and-Trade Program.
Develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink by 2018	CNRA and departments within, CDFA, CalEPA, CARB	*No conflict.* This action is not within the purview of this project.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	*No conflict.* This action is not within the purview of this project.
Implement Forest Carbon Plan	CNRA, CAL FIRE, CalEPA and departments within	*No conflict.* This action is not within the purview of the project. In addition, the project would not affect forested areas.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	*No conflict.* This action is not within the purview of the project.

Source: CARB 2017b.
Notes: CalEPA = California Environmental Protection Agency; CAL FIRE = California Department of Forestry and Fire Protection; CalRecycle = California Department of Resources Recycling and Recovery; CalSTA = California State Transportation Agency; CalTrans = California Department of Transportation; CARB = California Air Resources Board; CDFA = California Department of Food and Agriculture; CEC = California Energy Commission; CNRA = California Natural Resources Agency; CPUC = California Public Utilities Commission; CTC = California Transportation Commission; DOF = Department of Finance; EV = electric vehicles; GHG = greenhouse gas; GoBiz = Governor's Office of Business and Economic Development; IBank = California Infrastructure Economic Development Bank; OPR = Governor's Office of Planning and Research; SB = Senate Bill; SGC = Strategic Growth Council; ZEV = zero-emission vehicles.

Based on the analysis in Table 24, the project would not conflict with the applicable climate change policies and measures in the 2017 Scoping Plan.

Table 25 highlights the measures from the 2022 Scoping Plan that are relevant to the project.

Table 25. Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
GHG Emissions Reductions Relative to the SB 32 Target	
40% below 1990 levels by 2030	*No conflict.* Although the SB 32 GHG emissions reduction target is not an action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The project would not obstruct or interfere with agency efforts to meet the SB 32 reduction goal.
Smart Growth/VMT Sector	
VMT per capita reduced 25% below 2019 levels by 2030 and 30% below 2019 levels by 2045	*No conflict.* The project would not obstruct or interfere with agency efforts to meet this regional VMT reduction goal, including through implementation of SB 375. The project would be consistent with the SCAG Connect SoCal 2024, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California region pursuant to SB 375.
LDV ZEVs Sector	
100% of LDV sales are ZEV by 2035	*No conflict.* As this action pertains to LDV sales within California, the project would not obstruct or interfere with its implementation.
Truck ZEVs Sector	
100% of MDV/HDV sales are ZEV by 2040	*No conflict.* As this action pertains to MDV and HDV sales within California, the project would not obstruct or interfere with its implementation.
Electricity Generation Sector	
Sector GHG target of 38 $MMTCO_2e$ in 2030 and 30 $MMTCO_2e$ in 2035 Retail sales load coverage[1] 20 GW of offshore wind by 2045 Meet increased demand for electrification without new fossil gas-fired resources	*No conflict.* As this action pertains to the statewide procurement of renewably generated electricity, the project would not obstruct or interfere with its implementation.
New Residential and Commercial Buildings Sector	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	*No conflict.* The project would not obstruct or interfere with agency efforts to meet the all-electric appliance and heat pump goals.
Construction Equipment Sector	
25% of energy demand electrified by 2030 and 75% electrified by 2045	*No conflict.* As this action pertains to the electrification of off-road equipment across California, the project would not obstruct or interfere with its implementation.

Table 25. Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Low Carbon Fuels for Transportation Sector	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen	*No conflict.* The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for transportation.
Low Carbon Fuels for Buildings and Industry Sector	
In 2030s, biomethane blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	*No conflict.* The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for use in buildings and industry.
High GWP Potential Emissions Sector	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	*No conflict.* The project would not obstruct or interfere with agency efforts to introduce low GWP refrigerants.

Source: CARB 2022b.
Notes: GHG = greenhouse gas; SB = Senate Bill; VMT = vehicle miles traveled; SCAG = Southern California Association of Governments; LDV = light-duty vehicle; ZEV = zero-emission vehicle; MDV = medium-duty vehicle; HDV = heavy-duty vehicle; $MMTCO_2e$ = million metric tons of carbon dioxide equivalent; GW = gigawatt; GWP = global warming potential; HFC = hydrofluorocarbon.
[1] As noted in Table 2-1 of the 2022 Scoping Plan, SB 100 speaks only to retail sales and state agency procurement of electricity (i.e., wholesale or non-retail sales and losses from storage and transmission and distribution lines are not subject to the law).

The 2045 carbon neutrality goal required CARB to expand proposed actions in the 2022 Scoping Plan to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions. However, the 2022 Scoping Plan emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions, and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to neutrality will require development of technologies and programs that are not currently known or available, the project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

Overall, the project would comply will all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. As mentioned above, several Scoping Plan measures would result in reductions of project-related GHG emissions with no action required at the project-level, including those related to energy efficiency, reduced fossil fuel use, and renewable energy production by the utility. As demonstrated above, the project would not conflict with CARB's 2017 or 2022 Scoping Plan updates and with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals.

Project Potential to Conflict with Senate Bill 32, Executive Order S-3-05, and Assembly Bill 1279

EO S-3-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states the following (CARB 2014):

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, EO B-30-15, and EO S-3-05. This is confirmed in the 2017 Scoping Plan, which states the following (CARB 2017b):

> The Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities.

The 2022 Scoping Plan builds upon the prior plans, and both assesses progress towards achieving the State's 2030 emissions reduction goal and draws on a decade and a half of proven regulations, incentives, and carbon pricing policies alongside new approaches to outline a balanced and aggressive course of effective actions to achieve carbon neutrality by 2045 or sooner. The 2022 Scoping Plan lays out a Proposed Scenario which will provide a path not just to carbon neutrality by 2045, but also to the state's 2030 GHG emissions reduction target. The modeling indicates that, if the plan described in the Proposed Scenario described below is fully implemented, and done so on schedule, the state will be on track to reduce its emissions to 260 MMT CO_2e by 2030 (CARB 2022b). The Proposed Scenario includes the following:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40% below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 or earlier.

- Focuses on strategies for severing California's dependency on petroleum in order to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth.
- Integrates equity and protection of California's most impacted communities as a driving principle throughout the document with a focus on considerations such as affordability, air quality and health benefits from a dramatic reduction in petroleum combustion.
- Incorporates the contribution of natural and working lands (NWLs) to the state's greenhouse gas emissions, as well as their role in achieving carbon neutrality.
- Reduces emissions from the industrial, energy, and transportation sectors by 80% below 1990 levels by 2050 in accordance with EO.
- Relies on the most up-to-date science and emphasizes the need to deploy all viable tools to address the crisis that climate change presents, including carbon capture and sequestration as well as direct air capture.

Overall, the proposed project would comply will all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. The proposed project would not conflict with CARB's 2017 or 2022 Scoping Plan updates and with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals. Further, the proposed project's consistency with the applicable measures and programs would assist in meeting the City's contribution to GHG emission reduction targets in California.

Summary

As evaluated above, the project would be consistent with the City's required elements of the CAP and implement many of the recommended elements of the CAP. In addition, the project would not result in GHG emissions that would exceed the SCAQMD significance threshold of 3,000 MT CO_2e per year. The project would not conflict with the applicable strategies in SCAG's Connect SoCal, CARB's Scoping Plan, and would not impede the state from meeting its long-term GHG emission reduction targets. As such, the project would result in a less than significant impact related to the potential for the project to generate GHG s emissions, either directly or indirectly, that may have a significant impact on the environment and the potential for the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

4 References

13 CCR 2025. Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles.

13 CCR 2449–2449.3 and Appendix A. General Requirements for In-Use Off-Road Diesel-Fueled Fleets.14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

17 CCR 93000. Substances Identified as Toxic Air Contaminants. In Subchapter 7, Toxic Air Contaminants.

24 CCR, Part 11. CALGreen 2016 Standards.

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Appendix A
CalEEMod Output Files

Elephant Hill Project Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Elephant Hill Project
Construction Start Date	1/1/2026
Operational Year	2030
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	18.8
Location	34.05169583296977, -117.79763504263539
County	Los Angeles-South Coast
City	Pomona
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5082
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	94.0	Dwelling Unit	5.88	134,420	25,592	0.00	278	—

Condo/Townhouse	66.0	Dwelling Unit	4.13	104,280	17,969	0.00	195	—
Single Family Housing	68.0	Dwelling Unit	6.00	121,924	796,474	0.00	201	—
City Park	1.00	Acre	1.00	0.00	43,560	43,560	—	—
Parking Lot	109	Space	0.98	0.00	0.00	0.00	—	—
Other Non-Asphalt Surfaces	12.0	Acre	12.0	0.00	0.00	0.00	—	—
Other Asphalt Surfaces	6.00	Acre	6.00	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	38.3	37.5	29.3	79.6	0.06	1.76	4.91	6.61	1.52	1.66	3.17	—	7,153	7,153	0.30	0.20	8.16	7,200
Mit.	35.6	35.4	7.98	85.0	0.06	0.74	4.91	5.60	0.59	1.66	2.23	—	7,153	7,153	0.30	0.20	8.16	7,200
% Reduced	7%	6%	73%	-7%	—	58%	—	15%	61%	—	30%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	37.1	36.4	22.0	70.4	0.04	1.49	4.70	6.19	1.27	1.61	2.88	—	5,185	5,185	0.22	0.20	0.21	5,219
Mit.	34.7	34.5	6.26	73.9	0.04	0.67	4.70	5.37	0.53	1.61	2.14	—	5,185	5,185	0.22	0.20	0.21	5,219
% Reduced	6%	5%	72%	-5%	—	55%	—	13%	59%	—	26%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18.4	18.0	13.5	37.5	0.03	0.83	2.29	3.12	0.71	0.79	1.50	—	3,255	3,255	0.14	0.13	2.13	3,276
Mit.	17.0	16.9	3.59	39.9	0.03	0.35	2.29	2.64	0.28	0.79	1.06	—	3,255	3,255	0.14	0.13	2.13	3,276
% Reduced	8%	6%	73%	-6%	—	58%	—	15%	61%	—	29%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.35	3.28	2.47	6.83	0.01	0.15	0.42	0.57	0.13	0.14	0.27	—	539	539	0.02	0.02	0.35	542
Mit.	3.10	3.08	0.65	7.28	0.01	0.06	0.42	0.48	0.05	0.14	0.19	—	539	539	0.02	0.02	0.35	542
% Reduced	8%	6%	73%	-6%	—	58%	—	15%	61%	—	29%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	38.3	37.5	29.3	79.6	0.06	1.76	4.91	6.61	1.52	1.66	3.17	—	7,153	7,153	0.30	0.12	3.30	7,200
2027	8.39	7.95	16.3	26.6	0.04	0.53	2.14	2.58	0.49	0.51	0.98	—	6,274	6,274	0.26	0.20	8.16	6,347
2028	7.46	7.18	8.86	18.7	0.02	0.25	2.21	2.47	0.23	0.53	0.76	—	4,603	4,603	0.12	0.18	7.43	4,667
2029	7.41	7.13	8.46	18.1	0.02	0.23	2.21	2.45	0.21	0.53	0.74	—	4,550	4,550	0.12	0.18	6.73	4,614
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	37.1	36.4	22.0	70.4	0.04	1.49	4.70	6.19	1.27	1.61	2.88	—	5,185	5,185	0.22	0.09	0.06	5,219

2027	7.84	7.49	14.7	21.0	0.03	0.51	2.14	2.49	0.47	0.51	0.83	—	4,965	4,965	0.15	0.20	0.21	5,028
2028	7.46	7.18	11.2	20.4	0.03	0.36	2.21	2.47	0.33	0.53	0.83	—	4,999	4,999	0.15	0.20	0.19	5,060
2029	7.34	7.13	8.56	16.8	0.02	0.23	2.21	2.45	0.21	0.53	0.74	—	4,448	4,448	0.12	0.18	0.17	4,505
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	18.4	18.0	13.5	37.5	0.03	0.83	2.29	3.12	0.71	0.79	1.50	—	3,255	3,255	0.14	0.06	0.60	3,276
2027	2.84	2.64	7.07	11.9	0.02	0.23	1.06	1.28	0.21	0.25	0.46	—	2,848	2,848	0.09	0.10	1.75	2,882
2028	2.37	2.18	6.22	12.0	0.02	0.18	1.42	1.61	0.17	0.34	0.51	—	3,104	3,104	0.09	0.13	2.13	3,146
2029	4.79	4.67	4.89	9.86	0.01	0.13	1.26	1.39	0.12	0.30	0.42	—	2,547	2,547	0.07	0.10	1.66	2,581
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.35	3.28	2.47	6.83	0.01	0.15	0.42	0.57	0.13	0.14	0.27	—	539	539	0.02	0.01	0.10	542
2027	0.52	0.48	1.29	2.17	< 0.005	0.04	0.19	0.23	0.04	0.05	0.08	—	472	472	0.02	0.02	0.29	477
2028	0.43	0.40	1.13	2.18	< 0.005	0.03	0.26	0.29	0.03	0.06	0.09	—	514	514	0.01	0.02	0.35	521
2029	0.87	0.85	0.89	1.80	< 0.005	0.02	0.23	0.25	0.02	0.05	0.08	—	422	422	0.01	0.02	0.28	427

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	35.6	35.4	7.98	85.0	0.06	0.74	4.91	5.60	0.59	1.66	2.23	—	7,153	7,153	0.30	0.12	3.30	7,200
2027	6.93	6.79	7.13	30.1	0.04	0.13	2.14	2.22	0.13	0.51	0.62	—	6,274	6,274	0.26	0.20	8.16	6,347
2028	6.70	6.58	4.57	20.4	0.02	0.07	2.21	2.28	0.07	0.53	0.59	—	4,603	4,603	0.12	0.18	7.43	4,667
2029	6.68	6.56	4.47	19.8	0.02	0.07	2.21	2.28	0.07	0.53	0.59	—	4,550	4,550	0.12	0.18	6.73	4,614
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	34.7	34.5	5.41	73.9	0.04	0.67	4.70	5.37	0.53	1.61	2.14	—	5,185	5,185	0.22	0.09	0.06	5,219
2027	6.37	6.32	6.26	23.0	0.03	0.09	2.14	2.22	0.09	0.51	0.59	—	4,965	4,965	0.15	0.20	0.21	5,028

2028	6.70	6.57	5.38	22.6	0.03	0.08	2.21	2.28	0.08	0.53	0.59	—	4,999	4,999	0.15	0.20	0.19	5,060
2029	6.61	6.55	4.57	18.5	0.02	0.07	2.21	2.28	0.07	0.53	0.59	—	4,448	4,448	0.12	0.18	0.17	4,505
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	17.0	16.9	3.59	39.9	0.03	0.35	2.29	2.64	0.28	0.79	1.06	—	3,255	3,255	0.14	0.06	0.60	3,276
2027	2.21	2.15	3.27	13.2	0.02	0.05	1.06	1.11	0.05	0.25	0.30	—	2,848	2,848	0.09	0.10	1.75	2,882
2028	1.86	1.78	3.01	13.3	0.02	0.05	1.42	1.47	0.05	0.34	0.39	—	3,104	3,104	0.09	0.13	2.13	3,146
2029	4.37	4.34	2.66	10.8	0.01	0.04	1.26	1.30	0.04	0.30	0.34	—	2,547	2,547	0.07	0.10	1.66	2,581
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.10	3.08	0.65	7.28	0.01	0.06	0.42	0.48	0.05	0.14	0.19	—	539	539	0.02	0.01	0.10	542
2027	0.40	0.39	0.60	2.41	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	—	472	472	0.02	0.02	0.29	477
2028	0.34	0.32	0.55	2.42	< 0.005	0.01	0.26	0.27	0.01	0.06	0.07	—	514	514	0.01	0.02	0.35	521
2029	0.80	0.79	0.48	1.97	< 0.005	0.01	0.23	0.24	0.01	0.05	0.06	—	422	422	0.01	0.02	0.28	427

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	15.8	15.1	5.34	60.9	0.13	0.19	12.2	12.4	0.18	3.10	3.29	109	15,976	16,085	11.8	0.54	30.7	16,572
Mit.	15.6	15.0	3.90	60.3	0.12	0.07	12.2	12.3	0.07	3.10	3.17	109	14,147	14,256	11.7	0.54	30.7	14,737
% Reduced	1%	1%	27%	1%	7%	61%	—	1%	63%	—	4%	—	11%	11%	1%	1%	—	11%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.6	13.9	5.57	44.1	0.13	0.19	12.2	12.4	0.18	3.10	3.28	109	15,419	15,528	11.8	0.56	3.31	15,995
Mit.	14.4	13.8	4.13	43.5	0.12	0.07	12.2	12.3	0.06	3.10	3.17	109	13,590	13,698	11.7	0.56	3.31	14,160
% Reduced	1%	1%	26%	1%	7%	63%	—	1%	65%	—	4%	—	12%	12%	1%	1%	—	11%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.9	14.2	5.37	50.7	0.12	0.18	11.1	11.3	0.18	2.83	3.01	109	14,102	14,211	11.7	0.52	13.8	14,671
Mit.	14.7	14.1	3.92	50.1	0.11	0.07	11.1	11.2	0.06	2.83	2.89	109	12,272	12,381	11.6	0.51	13.8	12,837
% Reduced	1%	1%	27%	1%	8%	64%	—	1%	65%	—	4%	—	13%	13%	1%	1%	—	13%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.71	2.60	0.98	9.26	0.02	0.03	2.03	2.07	0.03	0.52	0.55	18.0	2,335	2,353	1.94	0.09	2.28	2,429
Mit.	2.68	2.58	0.72	9.15	0.02	0.01	2.03	2.05	0.01	0.52	0.53	18.0	2,032	2,050	1.91	0.08	2.28	2,125
% Reduced	1%	1%	27%	1%	8%	64%	—	1%	65%	—	4%	—	13%	13%	1%	1%	—	13%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.95	5.39	3.78	47.3	0.12	0.07	12.2	12.3	0.06	3.10	3.17	—	12,590	12,590	0.55	0.47	28.1	12,773
Area	9.67	9.61	0.12	13.0	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	614	614	0.07	0.01	—	619
Energy	0.17	0.08	1.45	0.62	0.01	0.12	—	0.12	0.12	—	0.12	—	2,671	2,671	0.27	0.02	—	2,682
Water	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Waste	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Total	15.8	15.1	5.34	60.9	0.13	0.19	12.2	12.4	0.18	3.10	3.29	109	15,976	16,085	11.8	0.54	30.7	16,572
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.90	5.34	4.13	43.5	0.12	0.07	12.2	12.3	0.06	3.10	3.17	—	12,068	12,068	0.57	0.50	0.73	12,230

Area	8.49	8.49	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	580	580	0.07	0.01	—	584
Energy	0.17	0.08	1.45	0.62	0.01	0.12	—	0.12	0.12	—	0.12	—	2,671	2,671	0.27	0.02	—	2,682
Water	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Waste	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Total	14.6	13.9	5.57	44.1	0.13	0.19	12.2	12.4	0.18	3.10	3.28	109	15,419	15,528	11.8	0.56	3.31	15,995
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.41	4.88	3.84	41.2	0.11	0.06	11.1	11.2	0.06	2.83	2.89	—	11,266	11,266	0.52	0.46	11.2	11,427
Area	9.30	9.26	0.08	8.89	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	63.4	63.4	0.01	< 0.005	—	63.8
Energy	0.17	0.08	1.45	0.62	0.01	0.12	—	0.12	0.12	—	0.12	—	2,671	2,671	0.27	0.02	—	2,682
Water	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Waste	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Total	14.9	14.2	5.37	50.7	0.12	0.18	11.1	11.3	0.18	2.83	3.01	109	14,102	14,211	11.7	0.52	13.8	14,671
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.99	0.89	0.70	7.52	0.02	0.01	2.03	2.05	0.01	0.52	0.53	—	1,865	1,865	0.09	0.08	1.86	1,892
Area	1.70	1.69	0.02	1.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.5	10.5	< 0.005	< 0.005	—	10.6
Energy	0.03	0.02	0.26	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	442	442	0.04	< 0.005	—	444
Water	—	—	—	—	—	—	—	—	—	—	—	2.70	16.7	19.4	0.28	0.01	—	28.4
Waste	—	—	—	—	—	—	—	—	—	—	—	15.3	0.00	15.3	1.53	0.00	—	53.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.43	0.43
Total	2.71	2.60	0.98	9.26	0.02	0.03	2.03	2.07	0.03	0.52	0.55	18.0	2,335	2,353	1.94	0.09	2.28	2,429

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.95	5.39	3.78	47.3	0.12	0.07	12.2	12.3	0.06	3.10	3.17	—	12,590	12,590	0.55	0.47	28.1	12,773
Area	9.67	9.61	0.12	13.0	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	614	614	0.07	0.01	—	619
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	841	841	0.11	0.01	—	848
Water	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Waste	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Total	15.6	15.0	3.90	60.3	0.12	0.07	12.2	12.3	0.07	3.10	3.17	109	14,147	14,256	11.7	0.54	30.7	14,737
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.90	5.34	4.13	43.5	0.12	0.07	12.2	12.3	0.06	3.10	3.17	—	12,068	12,068	0.57	0.50	0.73	12,230
Area	8.49	8.49	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	580	580	0.07	0.01	—	584
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	841	841	0.11	0.01	—	848
Water	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Waste	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Total	14.4	13.8	4.13	43.5	0.12	0.07	12.2	12.3	0.06	3.10	3.17	109	13,590	13,698	11.7	0.56	3.31	14,160
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.41	4.88	3.84	41.2	0.11	0.06	11.1	11.2	0.06	2.83	2.89	—	11,266	11,266	0.52	0.46	11.2	11,427
Area	9.30	9.26	0.08	8.89	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	63.4	63.4	0.01	< 0.005	—	63.8
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	841	841	0.11	0.01	—	848
Water	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Waste	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Total	14.7	14.1	3.92	50.1	0.11	0.07	11.1	11.2	0.06	2.83	2.89	109	12,272	12,381	11.6	0.51	13.8	12,837
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.99	0.89	0.70	7.52	0.02	0.01	2.03	2.05	0.01	0.52	0.53	—	1,865	1,865	0.09	0.08	1.86	1,892
Area	1.70	1.69	0.02	1.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.5	10.5	< 0.005	< 0.005	—	10.6
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	139	139	0.02	< 0.005	—	140
Water	—	—	—	—	—	—	—	—	—	—	—	2.70	16.7	19.4	0.28	0.01	—	28.4
Waste	—	—	—	—	—	—	—	—	—	—	—	15.3	0.00	15.3	1.53	0.00	—	53.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.43	0.43
Total	2.68	2.58	0.72	9.15	0.02	0.01	2.03	2.05	0.01	0.52	0.53	18.0	2,032	2,050	1.91	0.08	2.28	2,125

3. Construction Emissions Details

3.1. Curb/Gutter and Pave - Area 1 (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	3.47	4.98	0.01	0.15	—	0.15	0.14	—	0.14	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.04	0.03	0.31	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.76	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	189	189	< 0.005	0.01	0.02	191
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.2	61.2	< 0.005	0.01	< 0.005	63.8
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.02	17.6
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.53	5.53	< 0.005	< 0.005	0.01	5.77
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.87	2.87	< 0.005	< 0.005	< 0.005	2.91
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.92	0.92	< 0.005	< 0.005	< 0.005	0.96
Hauling	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	0.00

3.2. Curb/Gutter and Pave - Area 1 (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.97	5.30	0.01	0.01	—	0.01	0.01	—	0.01	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.76	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	189	189	< 0.005	0.01	0.02	191
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.2	61.2	< 0.005	0.01	< 0.005	63.8
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.02	17.6
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.53	5.53	< 0.005	< 0.005	0.01	5.77
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.87	2.87	< 0.005	< 0.005	< 0.005	2.91
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.92	0.92	< 0.005	< 0.005	< 0.005	0.96
Hauling	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	0.00

3.3. Curb/Gutter and Pave - Areas 2 and 3 (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.31	4.95	0.01	0.13	—	0.13	0.12	—	0.12	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.72	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	186	186	< 0.005	0.01	0.01	188
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	59.8	59.8	< 0.005	0.01	< 0.005	62.3
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.0	17.0	< 0.005	< 0.005	0.02	17.2
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.40	5.40	< 0.005	< 0.005	0.01	5.64
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.82	2.82	< 0.005	< 0.005	< 0.005	2.86
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.89	0.89	< 0.005	< 0.005	< 0.005	0.93
Hauling	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	0.00

3.4. Curb/Gutter and Pave - Areas 2 and 3 (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.97	5.30	0.01	0.01	—	0.01	0.01	—	0.01	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3

Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.72	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	186	186	< 0.005	0.01	0.01	188
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	59.8	59.8	< 0.005	0.01	< 0.005	62.3
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.0	17.0	< 0.005	< 0.005	0.02	17.2
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.40	5.40	< 0.005	< 0.005	0.01	5.64
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.82	2.82	< 0.005	< 0.005	< 0.005	2.86
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.89	0.89	< 0.005	< 0.005	< 0.005	0.93
Hauling	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	0.00

3.5. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	36.5	35.9	18.6	64.1	0.04	1.39	—	1.39	1.18	—	1.18	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	36.5	35.9	18.6	64.1	0.04	1.39	—	1.39	1.18	—	1.18	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	17.6	17.3	8.99	30.9	0.02	0.67	—	0.67	0.57	—	0.57	—	1,852	1,852	0.08	0.02	—	1,858
Dust From Material Movement	—	—	—	—	—	—	1.53	1.53	—	0.67	0.67	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.21	3.16	1.64	5.64	< 0.005	0.12	—	0.12	0.10	—	0.10	—	307	307	0.01	< 0.005	—	308
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.29	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	271	271	0.01	0.01	0.92	275
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.34	130
Hauling	0.02	0.01	0.19	0.14	< 0.005	< 0.005	0.96	0.96	< 0.005	0.10	0.10	—	32.5	32.5	0.01	0.01	0.02	34.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.10	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	257	257	0.01	0.01	0.02	260
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.01	130
Hauling	0.02	0.01	0.20	0.15	< 0.005	< 0.005	0.96	0.96	< 0.005	0.10	0.10	—	32.9	32.9	0.01	0.01	< 0.005	34.8
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.05	0.56	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	126	126	0.01	< 0.005	0.19	127
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	60.1	60.1	< 0.005	0.01	0.07	62.8
Hauling	0.01	< 0.005	0.09	0.07	< 0.005	< 0.005	0.44	0.44	< 0.005	0.04	0.04	—	15.8	15.8	< 0.005	< 0.005	0.01	16.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	20.8	20.8	< 0.005	< 0.005	0.03	21.1
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.96	9.96	< 0.005	< 0.005	0.01	10.4
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	2.61	2.61	< 0.005	< 0.005	< 0.005	2.76

3.6. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	34.5	34.3	3.29	67.6	0.04	0.66	—	0.66	0.51	—	0.51	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	34.5	34.3	3.29	67.6	0.04	0.66	—	0.66	0.51	—	0.51	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	16.6	16.5	1.59	32.6	0.02	0.32	—	0.32	0.25	—	0.25	—	1,852	1,852	0.08	0.02	—	1,858

Dust From Material Movement	—	—	—	—	—	—	1.53	1.53	—	0.67	0.67	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.03	3.02	0.29	5.95	< 0.005	0.06	—	0.06	0.05	—	0.05	—	307	307	0.01	< 0.005	—	308
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.29	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	271	271	0.01	0.01	0.92	275
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.34	130
Hauling	0.02	0.01	0.19	0.14	< 0.005	< 0.005	0.96	0.96	< 0.005	0.10	0.10	—	32.5	32.5	0.01	0.01	0.02	34.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.10	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	257	257	0.01	0.01	0.02	260
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.01	130
Hauling	0.02	0.01	0.20	0.15	< 0.005	< 0.005	0.96	0.96	< 0.005	0.10	0.10	—	32.9	32.9	0.01	0.01	< 0.005	34.8
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.05	0.56	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	126	126	0.01	< 0.005	0.19	127
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	60.1	60.1	< 0.005	0.01	0.07	62.8

Hauling	0.01	< 0.005	0.09	0.07	< 0.005	< 0.005	0.44	0.44	< 0.005	0.04	0.04	—	15.8	15.8	< 0.005	< 0.005	0.01	16.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	20.8	20.8	< 0.005	< 0.005	0.03	21.1
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.96	9.96	< 0.005	< 0.005	0.01	10.4
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	2.61	2.61	< 0.005	< 0.005	< 0.005	2.76

3.7. Building Construction - Model Homes (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	7.25	8.18	0.02	0.28	—	0.28	0.25	—	0.25	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	7.25	8.18	0.02	0.28	—	0.28	0.25	—	0.25	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.31	2.81	3.17	0.01	0.11	—	0.11	0.10	—	0.10	—	676	676	0.03	0.01	—	678

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.58	< 0.005	0.02	—	0.02	0.02	—	0.02	—	112	112	< 0.005	< 0.005	—	112
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.65	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	135	135	0.01	< 0.005	0.46	137
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.4	62.4	< 0.005	0.01	0.17	65.2
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.4	62.4	< 0.005	0.01	< 0.005	65.1
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	50.5	50.5	< 0.005	< 0.005	0.08	51.2
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.2	24.2	< 0.005	< 0.005	0.03	25.2
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.36	8.36	< 0.005	< 0.005	0.01	8.47
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.00	4.00	< 0.005	< 0.005	< 0.005	4.18
Hauling	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	0.00

3.8. Building Construction - Model Homes (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.27	2.50	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.27	2.50	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.10	0.97	3.87	0.01	0.02	—	0.02	0.02	—	0.02	—	676	676	0.03	0.01	—	678
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.71	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	112	112	< 0.005	< 0.005	—	112

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.65	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	135	135	0.01	< 0.005	0.46	137
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.4	62.4	< 0.005	0.01	0.17	65.2
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.4	62.4	< 0.005	0.01	< 0.005	65.1
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	50.5	50.5	< 0.005	< 0.005	0.08	51.2
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.2	24.2	< 0.005	< 0.005	0.03	25.2
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.36	8.36	< 0.005	< 0.005	0.01	8.47
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.00	4.00	< 0.005	< 0.005	< 0.005	4.18
Hauling	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	0.00

3.9. Building Construction - Model Homes (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.50	1.75	< 0.005	0.05	—	0.05	0.05	—	0.05	—	375	375	0.02	< 0.005	—	377
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.27	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.2	62.2	< 0.005	< 0.005	—	62.4
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.04	0.03	0.60	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	133	133	0.01	< 0.005	0.41	135
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.1	61.1	< 0.005	0.01	0.16	63.9
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.51	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	126	126	< 0.005	< 0.005	0.01	127
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.2	61.2	< 0.005	0.01	< 0.005	63.8
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.5	27.5	< 0.005	< 0.005	0.04	27.9
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.2	13.2	< 0.005	< 0.005	0.01	13.7
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.56	4.56	< 0.005	< 0.005	0.01	4.61
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.18	2.18	< 0.005	< 0.005	< 0.005	2.27
Hauling	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	0.00

3.10. Building Construction - Model Homes (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.27	2.50	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,744	1,744	0.07	0.01	—	1,750

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.27	2.50	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.54	2.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	375	375	0.02	< 0.005	—	377
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.39	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	62.2	62.2	< 0.005	< 0.005	—	62.4
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.60	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	133	133	0.01	< 0.005	0.41	135
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.1	61.1	< 0.005	0.01	0.16	63.9
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.03	0.04	0.51	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	126	126	< 0.005	< 0.005	0.01	127
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.2	61.2	< 0.005	0.01	< 0.005	63.8
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.5	27.5	< 0.005	< 0.005	0.04	27.9
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.2	13.2	< 0.005	< 0.005	0.01	13.7
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.56	4.56	< 0.005	< 0.005	0.01	4.61
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.18	2.18	< 0.005	< 0.005	< 0.005	2.27
Hauling	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	0.00

3.11. Building Construction - Production Homes (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	0.39	3.48	4.08	0.01	0.13	—	0.13	0.12	—	0.12	—	874	874	0.04	0.01	—	877
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.64	0.75	< 0.005	0.02	—	0.02	0.02	—	0.02	—	145	145	0.01	< 0.005	—	145
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.46	0.45	7.75	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,714	1,714	0.07	0.06	5.34	1,740
Vendor	0.04	0.02	0.72	0.34	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	673	673	0.03	0.09	1.75	703
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.45	0.56	6.57	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,625	1,625	0.02	0.06	0.14	1,644
Vendor	0.04	0.02	0.75	0.35	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	673	673	0.03	0.09	0.05	701
Hauling	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.23	0.28	3.46	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	826	826	0.01	0.03	1.15	837
Vendor	0.02	0.01	0.38	0.17	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	337	337	0.01	0.05	0.38	352
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.63	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	137	137	< 0.005	0.01	0.19	139
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	55.8	55.8	< 0.005	0.01	0.06	58.2
Hauling	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	0.00

3.12. Building Construction - Production Homes (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.27	2.50	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.27	2.50	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.13	1.25	5.01	0.01	0.03	—	0.03	0.03	—	0.03	—	874	874	0.04	0.01	—	877
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.23	0.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.46	0.45	7.75	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,714	1,714	0.07	0.06	5.34	1,740
Vendor	0.04	0.02	0.72	0.34	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	673	673	0.03	0.09	1.75	703
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.45	0.56	6.57	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,625	1,625	0.02	0.06	0.14	1,644
Vendor	0.04	0.02	0.75	0.35	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	673	673	0.03	0.09	0.05	701
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.23	0.28	3.46	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	826	826	0.01	0.03	1.15	837
Vendor	0.02	0.01	0.38	0.17	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	337	337	0.01	0.05	0.38	352
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.04	0.05	0.63	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	137	137	< 0.005	0.01	0.19	139
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	55.8	55.8	< 0.005	0.01	0.06	58.2
Hauling	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	0.00

3.13. Building Construction - Production Homes (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	6.57	8.14	0.02	0.23	—	0.23	0.21	—	0.21	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	6.57	8.14	0.02	0.23	—	0.23	0.21	—	0.21	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	4.70	5.83	0.01	0.16	—	0.16	0.15	—	0.15	—	1,250	1,250	0.05	0.01	—	1,254
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.86	1.06	< 0.005	0.03	—	0.03	0.03	—	0.03	—	207	207	0.01	< 0.005	—	208
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.44	0.44	7.28	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,684	1,684	0.02	0.06	4.80	1,707
Vendor	0.04	0.02	0.69	0.33	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	657	657	0.02	0.09	1.66	687
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.44	0.50	6.19	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,596	1,596	0.02	0.06	0.12	1,615
Vendor	0.04	0.01	0.72	0.34	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	657	657	0.02	0.09	0.04	686
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.31	0.36	4.63	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,160	1,160	0.01	0.04	1.49	1,175
Vendor	0.03	0.01	0.52	0.24	< 0.005	< 0.005	0.13	0.14	< 0.005	0.04	0.04	—	471	471	0.02	0.07	0.51	491
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.85	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	192	192	< 0.005	0.01	0.25	195
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	77.9	77.9	< 0.005	0.01	0.08	81.4
Hauling	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	0.00

3.14. Building Construction - Production Homes (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.27	2.49	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.27	2.49	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.19	1.79	7.16	0.01	0.04	—	0.04	0.04	—	0.04	—	1,250	1,250	0.05	0.01	—	1,254
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.33	1.31	< 0.005	0.01	—	0.01	0.01	—	0.01	—	207	207	0.01	< 0.005	—	208
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.44	0.44	7.28	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,684	1,684	0.02	0.06	4.80	1,707
Vendor	0.04	0.02	0.69	0.33	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	657	657	0.02	0.09	1.66	687
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.44	0.50	6.19	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,596	1,596	0.02	0.06	0.12	1,615
Vendor	0.04	0.01	0.72	0.34	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	657	657	0.02	0.09	0.04	686
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.31	0.36	4.63	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,160	1,160	0.01	0.04	1.49	1,175
Vendor	0.03	0.01	0.52	0.24	< 0.005	< 0.005	0.13	0.14	< 0.005	0.04	0.04	—	471	471	0.02	0.07	0.51	491
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.85	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	192	192	< 0.005	0.01	0.25	195
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	77.9	77.9	< 0.005	0.01	0.08	81.4
Hauling	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	0.00

3.15. Building Construction - Production Homes (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.88	0.73	6.28	8.09	0.02	0.21	—	0.21	0.19	—	0.19	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.73	6.28	8.09	0.02	0.21	—	0.21	0.19	—	0.19	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	0.41	3.49	4.50	0.01	0.12	—	0.12	0.11	—	0.11	—	969	969	0.04	0.01	—	973
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.64	0.82	< 0.005	0.02	—	0.02	0.02	—	0.02	—	160	160	0.01	< 0.005	—	161
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.42	0.38	6.80	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,655	1,655	0.02	0.06	4.30	1,678
Vendor	0.04	0.02	0.66	0.32	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	640	640	0.02	0.09	1.56	669
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.42	0.44	5.76	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,569	1,569	0.02	0.06	0.11	1,588
Vendor	0.04	0.01	0.69	0.32	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	640	640	0.02	0.09	0.04	668
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.23	0.25	3.36	0.00	0.00	0.93	0.93	0.00	0.22	0.22	—	885	885	0.01	0.03	1.03	896
Vendor	0.02	0.01	0.38	0.18	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	—	356	356	0.01	0.05	0.38	372
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.61	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	147	147	< 0.005	0.01	0.17	148
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	58.9	58.9	< 0.005	0.01	0.06	61.5
Hauling	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	0.00

3.16. Building Construction - Production Homes (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.27	2.49	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.29	0.27	2.49	10.00	0.02	0.06	—	0.06	0.06	—	0.06	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.16	0.15	1.38	5.55	0.01	0.03	—	0.03	0.03	—	0.03	—	969	969	0.04	0.01	—	973
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.03	0.03	0.25	1.01	< 0.005	0.01	—	0.01	0.01	—	0.01	—	160	160	0.01	< 0.005	—	161
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.42	0.38	6.80	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,655	1,655	0.02	0.06	4.30	1,678
Vendor	0.04	0.02	0.66	0.32	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	640	640	0.02	0.09	1.56	669
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.42	0.44	5.76	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,569	1,569	0.02	0.06	0.11	1,588
Vendor	0.04	0.01	0.69	0.32	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.06	—	640	640	0.02	0.09	0.04	668
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.24	0.23	0.25	3.36	0.00	0.00	0.93	0.93	0.00	0.22	0.22	—	885	885	0.01	0.03	1.03	896
Vendor	0.02	0.01	0.38	0.18	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	—	356	356	0.01	0.05	0.38	372
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.61	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	147	147	< 0.005	0.01	0.17	148
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	58.9	58.9	< 0.005	0.01	0.06	61.5
Hauling	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	0.00

3.17. Alley Improvements, Curb/Gutter, and Pave - Area 4 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.38	3.56	4.97	0.01	0.16	—	0.16	0.15	—	0.15	—	755	755	0.03	0.01	—	758
Paving	0.73	0.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.7	51.7	< 0.005	< 0.005	—	51.9
Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.56	8.56	< 0.005	< 0.005	—	8.59
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.97	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.69	206
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.4	62.4	< 0.005	0.01	0.17	65.2
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.4	13.4	< 0.005	< 0.005	0.02	13.6
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.27	4.27	< 0.005	< 0.005	< 0.005	4.46
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.22	2.22	< 0.005	< 0.005	< 0.005	2.25
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.74
Hauling	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	0.00

3.18. Alley Improvements, Curb/Gutter, and Pave - Area 4 (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.97	5.30	0.01	0.01	—	0.01	0.01	—	0.01	—	755	755	0.03	0.01	—	758
Paving	0.73	0.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.7	51.7	< 0.005	< 0.005	—	51.9
Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.56	8.56	< 0.005	< 0.005	—	8.59
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.97	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.69	206
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.4	62.4	< 0.005	0.01	0.17	65.2
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.4	13.4	< 0.005	< 0.005	0.02	13.6
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.27	4.27	< 0.005	< 0.005	< 0.005	4.46
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.22	2.22	< 0.005	< 0.005	< 0.005	2.25
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.74
Hauling	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	0.00

3.19. Architectural Coating - Production Homes (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.08	1.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179

Architectural Coating	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.08	1.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.23	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.0	38.0	< 0.005	< 0.005	—	38.1
Architectural Coatings	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.29	6.29	< 0.005	< 0.005	—	6.31

Architectural Coatings	0.22	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.47	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	339	339	< 0.005	0.01	0.97	344
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.25	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	322	322	< 0.005	0.01	0.03	326
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.28	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	69.6	69.6	< 0.005	< 0.005	0.09	70.5
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.5	11.5	< 0.005	< 0.005	0.01	11.7
Vendor	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	0.00
Hauling	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	0.00

3.20. Architectural Coating - Production Homes (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.18	0.27	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.0	38.0	< 0.005	< 0.005	—	38.1
Architectural Coatings	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.29	6.29	< 0.005	< 0.005	—	6.31
Architectural Coatings	0.22	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.47	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	339	339	< 0.005	0.01	0.97	344
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.25	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	322	322	< 0.005	0.01	0.03	326
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.28	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	69.6	69.6	< 0.005	< 0.005	0.09	70.5
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.5	11.5	< 0.005	< 0.005	0.01	11.7

Vendor	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	0.00
Hauling	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	0.00

3.21. Architectural Coating - Production Homes (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.06	1.48	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.06	1.48	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.11	0.09	0.71	1.00	< 0.005	0.01	—	0.01	0.01	—	0.01	—	120	120	< 0.005	< 0.005	—	121
Architectural Coatings	3.87	3.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.9	19.9	< 0.005	< 0.005	—	20.0
Architectural Coatings	0.71	0.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.08	1.37	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	334	334	< 0.005	0.01	0.87	338
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	1.16	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	316	316	< 0.005	0.01	0.02	320
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.82	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	217	217	< 0.005	0.01	0.25	219

Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.9	35.9	< 0.005	< 0.005	0.04	36.3
Vendor	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	0.00
Hauling	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	0.00

3.22. Architectural Coating - Production Homes (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179

Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.58	0.87	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	120	120	< 0.005	< 0.005	—	121
Architectural Coatings	3.87	3.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.11	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.9	19.9	< 0.005	< 0.005	—	20.0
Architectural Coatings	0.71	0.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.08	1.37	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	334	334	< 0.005	0.01	0.87	338
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	1.16	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	316	316	< 0.005	0.01	0.02	320
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.82	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	217	217	< 0.005	0.01	0.25	219
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.9	35.9	< 0.005	< 0.005	0.04	36.3
Vendor	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	0.00
Hauling	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	0.00

3.23. Architectural Coating - Model Homes (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.14	1.51	< 0.005	0.03	—	0.03	0.03	—	0.03	—	178	178	0.01	< 0.005	—	179

Architectural Coating	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.09	2.09	< 0.005	< 0.005	—	2.10
Architectural Coatings	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.35	0.35	< 0.005	< 0.005	—	0.35
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.7	25.7	< 0.005	< 0.005	< 0.005	26.0
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Vendor	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	0.00
Hauling	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	0.00

3.24. Architectural Coating - Model Homes (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.09	2.09	< 0.005	< 0.005	—	2.10
Architectural Coatings	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.35	0.35	< 0.005	< 0.005	—	0.35
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.7	25.7	< 0.005	< 0.005	< 0.005	26.0
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Vendor	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	0.00
Hauling	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	0.00

3.25. Architectural Coating - Model Homes (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.11	1.50	< 0.005	0.03	—	0.03	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.11	1.50	< 0.005	0.03	—	0.03	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.32	0.43	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.6	51.6	< 0.005	< 0.005	—	51.7
Architectural Coatings	1.65	1.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.54	8.54	< 0.005	< 0.005	—	8.57
Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.6	26.6	< 0.005	< 0.005	0.08	27.0
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.2	25.2	< 0.005	< 0.005	< 0.005	25.5
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.41	7.41	< 0.005	< 0.005	0.01	7.50
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.23	1.23	< 0.005	< 0.005	< 0.005	1.24
Vendor	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	0.00
Hauling	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	0.00

3.26. Architectural Coating - Model Homes (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.25	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.6	51.6	< 0.005	< 0.005	—	51.7
Architectural Coatings	1.65	1.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.54	8.54	< 0.005	< 0.005	—	8.57
Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.6	26.6	< 0.005	< 0.005	0.08	27.0

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.2	25.2	< 0.005	< 0.005	< 0.005	25.5
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.41	7.41	< 0.005	< 0.005	0.01	7.50
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.23	1.23	< 0.005	< 0.005	< 0.005	1.24
Vendor	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	0.00
Hauling	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	0.00

3.27. Infrastructure Work - Area 4 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.46	0.66	< 0.005	0.02	—	0.02	0.01	—	0.01	—	97.4	97.4	< 0.005	< 0.005	—	97.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.07	1.16	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	244	244	0.01	0.01	0.83	247
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.34	130
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.08	0.99	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	231	231	0.01	0.01	0.02	234

Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.01	130
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	39.9	39.9	< 0.005	< 0.005	0.06	40.4
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.2	21.2	< 0.005	< 0.005	0.02	22.1
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.60	6.60	< 0.005	< 0.005	0.01	6.69
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.51	3.51	< 0.005	< 0.005	< 0.005	3.66
Hauling	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	0.00

3.28. Infrastructure Work - Area 4 (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	1.47	4.01	0.01	0.01	—	0.01	0.01	—	0.01	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	1.47	4.01	0.01	0.01	—	0.01	0.01	—	0.01	—	574	574	0.02	< 0.005	—	576

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.25	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	97.4	97.4	< 0.005	< 0.005	—	97.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.07	1.16	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	244	244	0.01	0.01	0.83	247
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.34	130
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.08	0.99	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	231	231	0.01	0.01	0.02	234
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.01	130
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	39.9	39.9	< 0.005	< 0.005	0.06	40.4
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.2	21.2	< 0.005	< 0.005	0.02	22.1

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.60	6.60	< 0.005	< 0.005	0.01	6.69
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.51	3.51	< 0.005	< 0.005	< 0.005	3.66
Hauling	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	0.00

3.29. Infrastructure Work - Area 1 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.65	0.93	< 0.005	0.02	—	0.02	0.02	—	0.02	—	136	136	0.01	< 0.005	—	136

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.07	1.16	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	244	244	0.01	0.01	0.83	247
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.34	130
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.08	0.99	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	231	231	0.01	0.01	0.02	234
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.01	130
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	55.6	55.6	< 0.005	< 0.005	0.08	56.3
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.5	29.5	< 0.005	< 0.005	0.03	30.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.20	9.20	< 0.005	< 0.005	0.01	9.32
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.89	4.89	< 0.005	< 0.005	0.01	5.11
Hauling	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	0.00

3.30. Infrastructure Work - Area 1 (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	1.47	4.01	0.01	0.01	—	0.01	0.01	—	0.01	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	1.47	4.01	0.01	0.01	—	0.01	0.01	—	0.01	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.35	0.95	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	136	136	0.01	< 0.005	—	136
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.07	1.16	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	244	244	0.01	0.01	0.83	247
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.34	130
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.08	0.99	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	231	231	0.01	0.01	0.02	234
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.01	130
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	55.6	55.6	< 0.005	< 0.005	0.08	56.3
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.5	29.5	< 0.005	< 0.005	0.03	30.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.20	9.20	< 0.005	< 0.005	0.01	9.32
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.89	4.89	< 0.005	< 0.005	0.01	5.11
Hauling	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	0.00

3.31. Infrastructure Work - Area 1 (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.92	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	227	227	< 0.005	0.01	0.02	229
Vendor	0.01	< 0.005	0.14	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	122	122	0.01	0.02	0.01	128

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.30	6.30	< 0.005	< 0.005	0.01	6.39
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.35	3.35	< 0.005	< 0.005	< 0.005	3.50
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.04	1.04	< 0.005	< 0.005	< 0.005	1.06
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.55	0.55	< 0.005	< 0.005	< 0.005	0.58
Hauling	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	0.00

3.32. Infrastructure Work - Area 1 (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	1.47	4.01	0.01	0.01	—	0.01	0.01	—	0.01	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.92	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	227	227	< 0.005	0.01	0.02	229
Vendor	0.01	< 0.005	0.14	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	122	122	0.01	0.02	0.01	128
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.30	6.30	< 0.005	< 0.005	0.01	6.39
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.35	3.35	< 0.005	< 0.005	< 0.005	3.50
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.04	1.04	< 0.005	< 0.005	< 0.005	1.06
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.55	0.55	< 0.005	< 0.005	< 0.005	0.58
Hauling	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	0.00

3.33. Infrastructure - Areas 2 and 3 (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.63	0.93	< 0.005	0.02	—	0.02	0.02	—	0.02	—	136	136	0.01	< 0.005	—	136
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	1.08	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	239	239	0.01	0.01	0.75	243
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	122	122	0.01	0.02	0.32	128
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.92	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	227	227	< 0.005	0.01	0.02	229
Vendor	0.01	< 0.005	0.14	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	122	122	0.01	0.02	0.01	128
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.23	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	54.5	54.5	< 0.005	< 0.005	0.08	55.2
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.0	29.0	< 0.005	< 0.005	0.03	30.2
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.02	9.02	< 0.005	< 0.005	0.01	9.14
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.80	4.80	< 0.005	< 0.005	0.01	5.00
Hauling	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	0.00

3.34. Infrastructure - Areas 2 and 3 (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.07	0.07	1.47	4.01	0.01	0.01	—	0.01	0.01	—	0.01	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	1.47	4.01	0.01	0.01	—	0.01	0.01	—	0.01	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.35	0.95	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	136	136	0.01	< 0.005	—	136
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	1.08	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	239	239	0.01	0.01	0.75	243
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	122	122	0.01	0.02	0.32	128
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.92	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	227	227	< 0.005	0.01	0.02	229
Vendor	0.01	< 0.005	0.14	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	122	122	0.01	0.02	0.01	128
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.23	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	54.5	54.5	< 0.005	< 0.005	0.08	55.2
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.0	29.0	< 0.005	< 0.005	0.03	30.2
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.02	9.02	< 0.005	< 0.005	0.01	9.14
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.80	4.80	< 0.005	< 0.005	0.01	5.00
Hauling	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	0.00

3.35. Infrastructure - Areas 2 and 3 (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.61	3.92	0.01	0.08	—	0.08	0.07	—	0.07	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.86	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	223	223	< 0.005	0.01	0.02	225
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	120	120	< 0.005	0.02	0.01	125
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.19	6.19	< 0.005	< 0.005	0.01	6.27
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.27	3.27	< 0.005	< 0.005	< 0.005	3.42
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.03	1.03	< 0.005	< 0.005	< 0.005	1.04
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.54	0.54	< 0.005	< 0.005	< 0.005	0.57
Hauling	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	0.00

3.36. Infrastructure - Areas 2 and 3 (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	1.47	4.01	0.01	0.01	—	0.01	0.01	—	0.01	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.86	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	223	223	< 0.005	0.01	0.02	225
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	120	120	< 0.005	0.02	0.01	125
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.19	6.19	< 0.005	< 0.005	0.01	6.27
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.27	3.27	< 0.005	< 0.005	< 0.005	3.42
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.03	1.03	< 0.005	< 0.005	< 0.005	1.04
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.54	0.54	< 0.005	< 0.005	< 0.005	0.57
Hauling	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	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	2.32	2.10	1.47	18.5	0.05	0.03	4.77	4.80	0.02	1.21	1.24	—	4,913	4,913	0.21	0.18	11.0	4,984

Condo/Townhouse	1.63	1.48	1.03	13.0	0.03	0.02	3.35	3.37	0.02	0.85	0.87	—	3,449	3,449	0.15	0.13	7.71	3,499
Single Family Housing	2.00	1.81	1.27	15.9	0.04	0.02	4.10	4.13	0.02	1.04	1.06	—	4,228	4,228	0.19	0.16	9.45	4,290
City Park	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	0.00
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Other Asphalt Surfaces	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	0.00
Total	5.95	5.39	3.78	47.3	0.12	0.07	12.2	12.3	0.06	3.10	3.17	—	12,590	12,590	0.55	0.47	28.1	12,773
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	2.30	2.08	1.61	17.0	0.05	0.03	4.77	4.80	0.02	1.21	1.24	—	4,709	4,709	0.22	0.19	0.28	4,772
Condo/Townhouse	1.62	1.46	1.13	11.9	0.03	0.02	3.35	3.37	0.02	0.85	0.87	—	3,306	3,306	0.16	0.14	0.20	3,351
Single Family Housing	1.98	1.79	1.39	14.6	0.04	0.02	4.10	4.13	0.02	1.04	1.06	—	4,053	4,053	0.19	0.17	0.24	4,107
City Park	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	0.00
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00

Other Asphalt Surfaces	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	0.00
Total	5.90	5.34	4.13	43.5	0.12	0.07	12.2	12.3	0.06	3.10	3.17	—	12,068	12,068	0.57	0.50	0.73	12,230
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.37	0.34	0.27	2.85	0.01	< 0.005	0.77	0.77	< 0.005	0.20	0.20	—	706	706	0.03	0.03	0.70	716
Condo/Townhouse	0.26	0.24	0.19	2.00	0.01	< 0.005	0.54	0.54	< 0.005	0.14	0.14	—	496	496	0.02	0.02	0.49	503
Single Family Housing	0.35	0.32	0.25	2.68	0.01	< 0.005	0.72	0.73	< 0.005	0.18	0.19	—	664	664	0.03	0.03	0.66	673
City Park	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	0.00
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Other Asphalt Surfaces	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	0.00
Total	0.99	0.89	0.70	7.52	0.02	0.01	2.03	2.05	0.01	0.52	0.53	—	1,865	1,865	0.09	0.08	1.86	1,892

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Low Rise	2.32	2.10	1.47	18.5	0.05	0.03	4.77	4.80	0.02	1.21	1.24	—	4,913	4,913	0.21	0.18	11.0	4,984
Condo/Townhouse	1.63	1.48	1.03	13.0	0.03	0.02	3.35	3.37	0.02	0.85	0.87	—	3,449	3,449	0.15	0.13	7.71	3,499
Single Family Housing	2.00	1.81	1.27	15.9	0.04	0.02	4.10	4.13	0.02	1.04	1.06	—	4,228	4,228	0.19	0.16	9.45	4,290
City Park	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	0.00
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Other Asphalt Surfaces	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	0.00
Total	5.95	5.39	3.78	47.3	0.12	0.07	12.2	12.3	0.06	3.10	3.17	—	12,590	12,590	0.55	0.47	28.1	12,773
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	2.30	2.08	1.61	17.0	0.05	0.03	4.77	4.80	0.02	1.21	1.24	—	4,709	4,709	0.22	0.19	0.28	4,772
Condo/Townhouse	1.62	1.46	1.13	11.9	0.03	0.02	3.35	3.37	0.02	0.85	0.87	—	3,306	3,306	0.16	0.14	0.20	3,351
Single Family Housing	1.98	1.79	1.39	14.6	0.04	0.02	4.10	4.13	0.02	1.04	1.06	—	4,053	4,053	0.19	0.17	0.24	4,107
City Park	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	0.00
Parking Lot	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	0.00

Other Non-Asphalt Surfaces	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	0.00
Other Asphalt Surfaces	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	0.00
Total	5.90	5.34	4.13	43.5	0.12	0.07	12.2	12.3	0.06	3.10	3.17	—	12,068	12,068	0.57	0.50	0.73	12,230
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.37	0.34	0.27	2.85	0.01	< 0.005	0.77	0.77	< 0.005	0.20	0.20	—	706	706	0.03	0.03	0.70	716
Condo/Townhouse	0.26	0.24	0.19	2.00	0.01	< 0.005	0.54	0.54	< 0.005	0.14	0.14	—	496	496	0.02	0.02	0.49	503
Single Family Housing	0.35	0.32	0.25	2.68	0.01	< 0.005	0.72	0.73	< 0.005	0.18	0.19	—	664	664	0.03	0.03	0.66	673
City Park	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	0.00
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Other Asphalt Surfaces	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	0.00
Total	0.99	0.89	0.70	7.52	0.02	0.01	2.03	2.05	0.01	0.52	0.53	—	1,865	1,865	0.09	0.08	1.86	1,892

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	258	258	0.03	< 0.005	—	260
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	217	217	0.03	< 0.005	—	218
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	335	335	0.04	0.01	—	338
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	26.7	26.7	< 0.005	< 0.005	—	27.0
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	836	836	0.11	0.01	—	842
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	258	258	0.03	< 0.005	—	260
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	217	217	0.03	< 0.005	—	218
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	335	335	0.04	0.01	—	338
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	26.7	26.7	< 0.005	< 0.005	—	27.0
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	836	836	0.11	0.01	—	842
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	42.6	42.6	0.01	< 0.005	—	43.0
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	35.9	35.9	< 0.005	< 0.005	—	36.1
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	55.5	55.5	0.01	< 0.005	—	55.9
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	4.43	4.43	< 0.005	< 0.005	—	4.46
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	138	138	0.02	< 0.005	—	139

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	259	259	0.03	< 0.005	—	261
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	218	218	0.03	< 0.005	—	220
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	338	338	0.04	0.01	—	340
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	26.7	26.7	< 0.005	< 0.005	—	27.0
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	841	841	0.11	0.01	—	848
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	259	259	0.03	< 0.005	—	261
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	218	218	0.03	< 0.005	—	220
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	338	338	0.04	0.01	—	340
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	26.7	26.7	< 0.005	< 0.005	—	27.0
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	841	841	0.11	0.01	—	848
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	42.8	42.8	0.01	< 0.005	—	43.2
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	36.1	36.1	< 0.005	< 0.005	—	36.4
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	55.9	55.9	0.01	< 0.005	—	56.4
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	4.43	4.43	< 0.005	< 0.005	—	4.46
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	139	139	0.02	< 0.005	—	140

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.05	0.02	0.39	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	491	491	0.04	< 0.005	—	493
Condo/Townhouse	0.05	0.02	0.40	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	508	508	0.04	< 0.005	—	510
Single Family Housing	0.08	0.04	0.66	0.28	< 0.005	0.05	—	0.05	0.05	—	0.05	—	835	835	0.07	< 0.005	—	838
City Park	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
Parking Lot	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
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Total	0.17	0.08	1.45	0.62	0.01	0.12	—	0.12	0.12	—	0.12	—	1,835	1,835	0.16	< 0.005	—	1,840
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.05	0.02	0.39	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	491	491	0.04	< 0.005	—	493
Condo/Townhouse	0.05	0.02	0.40	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	508	508	0.04	< 0.005	—	510
Single Family Housing	0.08	0.04	0.66	0.28	< 0.005	0.05	—	0.05	0.05	—	0.05	—	835	835	0.07	< 0.005	—	838
City Park	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

Parking Lot	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
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Total	0.17	0.08	1.45	0.62	0.01	0.12	—	0.12	0.12	—	0.12	—	1,835	1,835	0.16	< 0.005	—	1,840
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	81.3	81.3	0.01	< 0.005	—	81.6
Condo/Townhouse	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	84.2	84.2	0.01	< 0.005	—	84.4
Single Family Housing	0.01	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	138	138	0.01	< 0.005	—	139
City Park	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
Parking Lot	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
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Total	0.03	0.02	0.26	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	304	304	0.03	< 0.005	—	305

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	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
Condo/Townhouse	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
Single Family Housing	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
City Park	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
Parking Lot	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
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Total	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	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
Condo/Townhouse	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
Single Family Housing	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
City Park	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

Parking Lot	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
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Total	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	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
Condo/Townhouse	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
Single Family Housing	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
City Park	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
Parking Lot	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
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Total	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

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	580	580	0.07	0.01	—	584
Consumer Products	7.81	7.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.68	0.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.18	1.12	0.12	13.0	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	34.6	34.6	< 0.005	< 0.005	—	34.7
Total	9.67	9.61	0.12	13.0	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	614	614	0.07	0.01	—	619
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	580	580	0.07	0.01	—	584
Consumer Products	7.81	7.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.68	0.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	8.49	8.49	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	580	580	0.07	0.01	—	584
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	6.57	6.57	< 0.005	< 0.005	—	6.63

Consumer Products	1.42	1.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.12	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.15	0.14	0.02	1.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.92	3.92	< 0.005	< 0.005	—	3.94
Total	1.70	1.69	0.02	1.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.5	10.5	< 0.005	< 0.005	—	10.6

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	580	580	0.07	0.01	—	584
Consumer Products	7.81	7.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.68	0.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.18	1.12	0.12	13.0	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	34.6	34.6	< 0.005	< 0.005	—	34.7
Total	9.67	9.61	0.12	13.0	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	614	614	0.07	0.01	—	619

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	580	580	0.07	0.01	—	584
Consumer Products	7.81	7.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.68	0.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	8.49	8.49	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	580	580	0.07	0.01	—	584
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	6.57	6.57	< 0.005	< 0.005	—	6.63
Consumer Products	1.42	1.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.12	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.15	0.14	0.02	1.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.92	3.92	< 0.005	< 0.005	—	3.94
Total	1.70	1.69	0.02	1.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.5	10.5	< 0.005	< 0.005	—	10.6

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	6.71	18.7	25.4	0.69	0.02	—	47.6
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.71	13.1	17.8	0.49	0.01	—	33.5
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.86	64.1	68.9	0.51	0.01	—	85.4
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	5.15	5.15	< 0.005	< 0.005	—	5.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	6.71	18.7	25.4	0.69	0.02	—	47.6
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.71	13.1	17.8	0.49	0.01	—	33.5
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.86	64.1	68.9	0.51	0.01	—	85.4
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	5.15	5.15	< 0.005	< 0.005	—	5.19

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.11	3.10	4.21	0.11	< 0.005	—	7.89
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.78	2.17	2.95	0.08	< 0.005	—	5.54
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.80	10.6	11.4	0.08	< 0.005	—	14.1
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.85	0.85	< 0.005	< 0.005	—	0.86
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.70	16.7	19.4	0.28	0.01	—	28.4

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	6.71	18.7	25.4	0.69	0.02	—	47.6
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.71	13.1	17.8	0.49	0.01	—	33.5
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.86	64.1	68.9	0.51	0.01	—	85.4
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	5.15	5.15	< 0.005	< 0.005	—	5.19
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	6.71	18.7	25.4	0.69	0.02	—	47.6
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.71	13.1	17.8	0.49	0.01	—	33.5
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.86	64.1	68.9	0.51	0.01	—	85.4
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	5.15	5.15	< 0.005	< 0.005	—	5.19

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.3	101	117	1.68	0.04	—	172
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.11	3.10	4.21	0.11	< 0.005	—	7.89
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.78	2.17	2.95	0.08	< 0.005	—	5.54
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.80	10.6	11.4	0.08	< 0.005	—	14.1
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.85	0.85	< 0.005	< 0.005	—	0.86
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.70	16.7	19.4	0.28	0.01	—	28.4

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	37.4	0.00	37.4	3.74	0.00	—	131
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	26.3	0.00	26.3	2.62	0.00	—	91.9
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	28.7	0.00	28.7	2.87	0.00	—	101
City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	< 0.005	0.00	—	0.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	37.4	0.00	37.4	3.74	0.00	—	131
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	26.3	0.00	26.3	2.62	0.00	—	91.9
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	28.7	0.00	28.7	2.87	0.00	—	101

City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	< 0.005	0.00	—	0.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	6.20	0.00	6.20	0.62	0.00	—	21.7
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.35	0.00	4.35	0.43	0.00	—	15.2
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.76	0.00	4.76	0.48	0.00	—	16.6
City Park	—	—	—	—	—	—	—	—	—	—	—	0.01	0.00	0.01	< 0.005	0.00	—	0.03
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.3	0.00	15.3	1.53	0.00	—	53.6

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	37.4	0.00	37.4	3.74	0.00	—	131
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	26.3	0.00	26.3	2.62	0.00	—	91.9
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	28.7	0.00	28.7	2.87	0.00	—	101
City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	< 0.005	0.00	—	0.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	37.4	0.00	37.4	3.74	0.00	—	131
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	26.3	0.00	26.3	2.62	0.00	—	91.9
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	28.7	0.00	28.7	2.87	0.00	—	101

City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	< 0.005	0.00	—	0.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	92.5	0.00	92.5	9.24	0.00	—	324
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	6.20	0.00	6.20	0.62	0.00	—	21.7
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.35	0.00	4.35	0.43	0.00	—	15.2
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.76	0.00	4.76	0.48	0.00	—	16.6
City Park	—	—	—	—	—	—	—	—	—	—	—	0.01	0.00	0.01	< 0.005	0.00	—	0.03
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.3	0.00	15.3	1.53	0.00	—	53.6

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.75	0.75
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.87	0.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.75	0.75
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.87	0.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.16	0.16
Condo/T ownhou se	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.43	0.43

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.96	0.96
Condo/T ownhou se	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.75	0.75
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.87	0.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartment Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.75	0.75
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.87	0.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.58	2.58
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.16	0.16
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.43	0.43

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Curb/Gutter and Pave - Area 1	Site Preparation	1/14/2027	3/1/2027	5.00	33.0	—
Curb/Gutter and Pave - Areas 2 and 3	Site Preparation	1/18/2028	3/2/2028	5.00	33.0	—
Grading	Grading	1/1/2026	9/3/2026	5.00	176	—
Building Construction - Model Homes	Building Construction	6/17/2026	4/20/2027	5.00	220	—
Building Construction - Production Homes	Building Construction	4/20/2027	10/11/2029	5.00	648	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	Paving	5/13/2026	6/16/2026	5.00	25.0	—
Architectural Coating - Production Homes	Architectural Coating	9/14/2028	12/11/2029	5.00	324	—
Architectural Coating - Model Homes	Architectural Coating	12/26/2026	5/28/2027	5.00	110	—
Infrastructure Work - Area 4	Trenching	2/18/2026	5/14/2026	5.00	62.0	—

Infrastructure Work - Area 1	Trenching	9/2/2026	1/14/2027	5.00	97.0	—
Infrastructure - Areas 2 and 3	Trenching	9/2/2027	1/14/2028	5.00	97.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Curb/Gutter and Pave - Area 1	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Area 1	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Area 1	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Curb/Gutter and Pave - Areas 2 and 3	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Areas 2 and 3	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Areas 2 and 3	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Grading	Crushing/Proc. Equipment	Gasoline	Average	1.00	8.00	12.0	0.85
Building Construction - Model Homes	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction - Model Homes	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction - Model Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction - Model Homes	Tractors/Loaders/Back	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction - Model Homes	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction - Production Homes	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction - Production Homes	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction - Production Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction - Production Homes	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction - Production Homes	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Alley Improvements, Curb/Gutter, and Pave - Area 4	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Alley Improvements, Curb/Gutter, and Pave - Area 4	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Alley Improvements, Curb/Gutter, and Pave - Area 4	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Architectural Coating - Production Homes	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Architectural Coating - Model Homes	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Infrastructure Work - Area 4	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 4	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure Work - Area 4	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

Infrastructure Work - Area 1	Tractors/Loaders/Back	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure Work - Area 1	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure - Areas 2 and 3	Rollers	Diesel	Average	1.00	8.00	36.0	0.38

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Curb/Gutter and Pave - Area 1	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Area 1	Paving Equipment	Diesel	Tier 4 Final	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Area 1	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Curb/Gutter and Pave - Areas 2 and 3	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Areas 2 and 3	Paving Equipment	Diesel	Tier 4 Final	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Areas 2 and 3	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	1.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Tier 4 Final	1.00	8.00	87.0	0.43
Grading	Crushing/Proc. Equipment	Gasoline	Average	1.00	8.00	12.0	0.85
Building Construction - Model Homes	Cranes	Diesel	Tier 4 Final	1.00	8.00	367	0.29

Building Construction - Model Homes	Forklifts	Diesel	Tier 4 Final	1.00	8.00	82.0	0.20
Building Construction - Model Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction - Model Homes	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Building Construction - Model Homes	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Building Construction - Production Homes	Cranes	Diesel	Tier 4 Final	1.00	8.00	367	0.29
Building Construction - Production Homes	Forklifts	Diesel	Tier 4 Final	1.00	8.00	82.0	0.20
Building Construction - Production Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction - Production Homes	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Building Construction - Production Homes	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Alley Improvements, Curb/Gutter, and Pave - Area 4	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Alley Improvements, Curb/Gutter, and Pave - Area 4	Paving Equipment	Diesel	Tier 4 Final	1.00	8.00	89.0	0.36
Alley Improvements, Curb/Gutter, and Pave - Area 4	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Architectural Coating - Production Homes	Air Compressors	Diesel	Tier 4 Final	1.00	8.00	37.0	0.48
Architectural Coating - Model Homes	Air Compressors	Diesel	Tier 4 Final	1.00	8.00	37.0	0.48
Infrastructure Work - Area 4	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Infrastructure Work - Area 4	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37

Infrastructure Work - Area 4	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Infrastructure Work - Area 1	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Infrastructure - Areas 2 and 3	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	4.00	10.2	HHDT,MHDT
Grading	Hauling	13.0	0.25	HHDT
Grading	Onsite truck	0.00	0.00	HHDT
Curb/Gutter and Pave - Area 1	—	—	—	—
Curb/Gutter and Pave - Area 1	Worker	15.0	18.5	LDA,LDT1,LDT2
Curb/Gutter and Pave - Area 1	Vendor	2.00	10.2	HHDT,MHDT
Curb/Gutter and Pave - Area 1	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Area 1	Onsite truck	0.00	0.00	HHDT
Curb/Gutter and Pave - Areas 2 and 3	—	—	—	—

Curb/Gutter and Pave - Areas 2 and 3	Worker	15.0	18.5	LDA,LDT1,LDT2
Curb/Gutter and Pave - Areas 2 and 3	Vendor	2.00	10.2	HHDT,MHDT
Curb/Gutter and Pave - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT
Building Construction - Model Homes	—	—	—	—
Building Construction - Model Homes	Worker	10.0	18.5	LDA,LDT1,LDT2
Building Construction - Model Homes	Vendor	2.00	10.2	HHDT,MHDT
Building Construction - Model Homes	Hauling	0.00	20.0	HHDT
Building Construction - Model Homes	Onsite truck	0.00	0.00	HHDT
Building Construction - Production Homes	—	—	—	—
Building Construction - Production Homes	Worker	129	18.5	LDA,LDT1,LDT2
Building Construction - Production Homes	Vendor	22.0	10.2	HHDT,MHDT
Building Construction - Production Homes	Hauling	0.00	20.0	HHDT
Building Construction - Production Homes	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Production Homes	—	—	—	—
Architectural Coating - Production Homes	Worker	26.0	18.5	LDA,LDT1,LDT2
Architectural Coating - Production Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Production Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Production Homes	Onsite truck	0.00	0.00	HHDT

Alley Improvements, Curb/Gutter, and Pave - Area 4	—	—	—	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	Worker	15.0	18.5	LDA,LDT1,LDT2
Alley Improvements, Curb/Gutter, and Pave - Area 4	Vendor	2.00	10.2	HHDT,MHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Hauling	0.00	20.0	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Model Homes	—	—	—	—
Architectural Coating - Model Homes	Worker	2.00	18.5	LDA,LDT1,LDT2
Architectural Coating - Model Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Model Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Model Homes	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 4	—	—	—	—
Infrastructure Work - Area 4	Worker	18.0	18.5	LDA,LDT1,LDT2
Infrastructure Work - Area 4	Vendor	4.00	10.2	HHDT,MHDT
Infrastructure Work - Area 4	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 4	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 1	—	—	—	—
Infrastructure Work - Area 1	Worker	18.0	18.5	LDA,LDT1,LDT2
Infrastructure Work - Area 1	Vendor	4.00	10.2	HHDT,MHDT
Infrastructure Work - Area 1	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 1	Onsite truck	0.00	0.00	HHDT
Infrastructure - Areas 2 and 3	—	—	—	—
Infrastructure - Areas 2 and 3	Worker	18.0	18.5	LDA,LDT1,LDT2
Infrastructure - Areas 2 and 3	Vendor	4.00	10.2	HHDT,MHDT
Infrastructure - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Infrastructure - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	4.00	10.2	HHDT,MHDT
Grading	Hauling	13.0	0.25	HHDT
Grading	Onsite truck	0.00	0.00	HHDT
Curb/Gutter and Pave - Area 1	—	—	—	—
Curb/Gutter and Pave - Area 1	Worker	15.0	18.5	LDA,LDT1,LDT2
Curb/Gutter and Pave - Area 1	Vendor	2.00	10.2	HHDT,MHDT
Curb/Gutter and Pave - Area 1	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Area 1	Onsite truck	0.00	0.00	HHDT
Curb/Gutter and Pave - Areas 2 and 3	—	—	—	—
Curb/Gutter and Pave - Areas 2 and 3	Worker	15.0	18.5	LDA,LDT1,LDT2
Curb/Gutter and Pave - Areas 2 and 3	Vendor	2.00	10.2	HHDT,MHDT
Curb/Gutter and Pave - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT
Building Construction - Model Homes	—	—	—	—
Building Construction - Model Homes	Worker	10.0	18.5	LDA,LDT1,LDT2
Building Construction - Model Homes	Vendor	2.00	10.2	HHDT,MHDT
Building Construction - Model Homes	Hauling	0.00	20.0	HHDT
Building Construction - Model Homes	Onsite truck	0.00	0.00	HHDT
Building Construction - Production Homes	—	—	—	—

Building Construction - Production Homes	Worker	129	18.5	LDA,LDT1,LDT2
Building Construction - Production Homes	Vendor	22.0	10.2	HHDT,MHDT
Building Construction - Production Homes	Hauling	0.00	20.0	HHDT
Building Construction - Production Homes	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Production Homes	—	—	—	—
Architectural Coating - Production Homes	Worker	26.0	18.5	LDA,LDT1,LDT2
Architectural Coating - Production Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Production Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Production Homes	Onsite truck	0.00	0.00	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	—	—	—	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	Worker	15.0	18.5	LDA,LDT1,LDT2
Alley Improvements, Curb/Gutter, and Pave - Area 4	Vendor	2.00	10.2	HHDT,MHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Hauling	0.00	20.0	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Model Homes	—	—	—	—
Architectural Coating - Model Homes	Worker	2.00	18.5	LDA,LDT1,LDT2
Architectural Coating - Model Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Model Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Model Homes	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 4	—	—	—	—

Infrastructure Work - Area 4	Worker	18.0	18.5	LDA,LDT1,LDT2
Infrastructure Work - Area 4	Vendor	4.00	10.2	HHDT,MHDT
Infrastructure Work - Area 4	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 4	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 1	—	—	—	—
Infrastructure Work - Area 1	Worker	18.0	18.5	LDA,LDT1,LDT2
Infrastructure Work - Area 1	Vendor	4.00	10.2	HHDT,MHDT
Infrastructure Work - Area 1	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 1	Onsite truck	0.00	0.00	HHDT
Infrastructure - Areas 2 and 3	—	—	—	—
Infrastructure - Areas 2 and 3	Worker	18.0	18.5	LDA,LDT1,LDT2
Infrastructure - Areas 2 and 3	Vendor	4.00	10.2	HHDT,MHDT
Infrastructure - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Infrastructure - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Apply dust suppressants to unpaved roads	84%	84%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating - Model Homes	184,373	61,458	0.00	0.00	12,525
Architectural Coating - Production Homes	545,890	181,963	0.00	0.00	37,084

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Curb/Gutter and Pave - Area 1	0.00	0.00	0.00	0.00	—
Curb/Gutter and Pave - Areas 2 and 3	0.00	0.00	0.00	0.00	—
Grading	0.00	0.00	1,144	0.00	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	0.00	0.00	0.00	0.00	19.7

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Condo/Townhouse	—	0%
Single Family Housing	0.75	0%
City Park	0.00	0%
Parking Lot	0.98	100%
Other Non-Asphalt Surfaces	12.0	0%
Other Asphalt Surfaces	6.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	532	0.03	< 0.005
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	677	753	581	246,003	6,046	6,727	5,190	2,197,756
Condo/Townhouse	475	529	408	172,725	4,245	4,723	3,644	1,543,105
Single Family Housing	641	648	581	231,251	5,729	5,790	5,188	2,065,971
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	677	753	581	246,003	6,046	6,727	5,190	2,197,756
Condo/Townhouse	475	529	408	172,725	4,245	4,723	3,644	1,543,105
Single Family Housing	641	648	581	231,251	5,729	5,790	5,188	2,065,971

City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	85
No Fireplaces	9
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	61
No Fireplaces	7

Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	59
No Fireplaces	7
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	85
No Fireplaces	9
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—

Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	61
No Fireplaces	7
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	59
No Fireplaces	7
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
730263.6	243,421	0.00	0.00	49,609

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00

Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	360,494	261	0.0330	0.0040	1,532,733
Condo/Townhouse	303,083	261	0.0330	0.0040	1,586,004
Single Family Housing	468,870	261	0.0330	0.0040	2,606,804
City Park	0.00	261	0.0330	0.0040	0.00
Parking Lot	37,434	261	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	261	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	261	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	362,182	261	0.0330	0.0040	0.00
Condo/Townhouse	305,025	261	0.0330	0.0040	0.00
Single Family Housing	472,830	261	0.0330	0.0040	0.00
City Park	0.00	261	0.0330	0.0040	0.00
Parking Lot	37,434	261	0.0330	0.0040	0.00

Other Non-Asphalt Surfaces	0.00	261	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	261	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	3,503,737	438,677
Condo/Townhouse	2,460,071	308,009
Single Family Housing	2,534,618	13,652,486
City Park	0.00	1,357,580
Parking Lot	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	3,503,737	438,677
Condo/Townhouse	2,460,071	308,009
Single Family Housing	2,534,618	13,652,486
City Park	0.00	1,357,580
Parking Lot	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	69.4	—
Condo/Townhouse	48.7	—
Single Family Housing	53.3	—
City Park	0.09	—
Parking Lot	0.00	—
Other Non-Asphalt Surfaces	0.00	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	69.4	—
Condo/Townhouse	48.7	—
Single Family Housing	53.3	—
City Park	0.09	—
Parking Lot	0.00	—
Other Non-Asphalt Surfaces	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	18.2	annual days of extreme heat
Extreme Precipitation	6.10	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	2.73	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	74.1

AQ-PM	90.7
AQ-DPM	90.7
Drinking Water	86.0
Lead Risk Housing	80.2
Pesticides	67.1
Toxic Releases	68.2
Traffic	77.4
Effect Indicators	—
CleanUp Sites	88.8
Groundwater	48.6
Haz Waste Facilities/Generators	95.4
Impaired Water Bodies	51.2
Solid Waste	0.00
Sensitive Population	—
Asthma	75.9
Cardio-vascular	67.9
Low Birth Weights	63.9
Socioeconomic Factor Indicators	—
Education	73.4
Housing	79.3
Linguistic	68.2
Poverty	73.2
Unemployment	89.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—

Above Poverty	40.49788272
Employed	22.3662261
Median HI	40.39522649
Education	—
Bachelor's or higher	52.22635699
High school enrollment	100
Preschool enrollment	56.64057487
Transportation	—
Auto Access	88.68215065
Active commuting	15.7577313
Social	—
2-parent households	42.98729629
Voting	8.122674195
Neighborhood	—
Alcohol availability	60.97780059
Park access	23.71358912
Retail density	97.36943411
Supermarket access	46.54176825
Tree canopy	15.98870781
Housing	—
Homeownership	43.62889773
Housing habitability	32.27255229
Low-inc homeowner severe housing cost burden	57.57731297
Low-inc renter severe housing cost burden	34.98011036
Uncrowded housing	21.62196843
Health Outcomes	—
Insured adults	19.41485949
Arthritis	95.2

Asthma ER Admissions	37.1
High Blood Pressure	95.6
Cancer (excluding skin)	91.6
Asthma	69.3
Coronary Heart Disease	90.3
Chronic Obstructive Pulmonary Disease	89.8
Diagnosed Diabetes	67.4
Life Expectancy at Birth	28.5
Cognitively Disabled	72.6
Physically Disabled	74.5
Heart Attack ER Admissions	50.3
Mental Health Not Good	48.5
Chronic Kidney Disease	85.5
Obesity	48.4
Pedestrian Injuries	75.9
Physical Health Not Good	56.1
Stroke	88.3
Health Risk Behaviors	—
Binge Drinking	20.5
Current Smoker	56.8
No Leisure Time for Physical Activity	54.5
Climate Change Exposures	—
Wildfire Risk	7.7
SLR Inundation Area	0.0
Children	27.6
Elderly	93.7
English Speaking	33.7
Foreign-born	72.0

Outdoor Workers	31.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	71.6
Traffic Density	61.5
Traffic Access	48.6
Other Indices	—
Hardship	59.5
Other Decision Support	—
2016 Voting	11.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	98.0
Healthy Places Index Score for Project Location (b)	33.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Construction would include: duplex 94 units 134,420 SF, cluster 68 units 121,924 SF, towns 66 units 104,280 SF. 109 parking spaces. 6.42 acres of street. City park (1.02-acres). 35.98 total acres.
Construction: Construction Phases	Construction assumed to begin January 2026 to December 2029.
Construction: Off-Road Equipment	Updated per applicant.
Operations: Vehicle Data	City Park used to represent Rec Area thus no vehicle trips assumed. Updated trip rates per traffic analysis.
Operations: Hearths	No wood-burning or natural gas hearths or stoves.
Construction: Trips and VMT	Updated per applicant.
Construction: Dust From Material Movement	No material exported or imported.
Construction: On-Road Fugitive Dust	Assume 80% of project's roads would be paved.

GHG Emissions Calculation Comparison:

Pollutant	Source	Emission Factor	Units	Maximum Daily (lbs/day)	Annual (lbs/year)	Annual (MT/year)
CO_2	1	10.35	kg/gallon	--	--	11.87
CO_2	2	0.1670	MT/MT	--	--	10.73

Source/Reference:

1. The Climate Registry. 2018 Emission Factors. Table 12.1 U.S. Default Factors for Calculating CO2 Emissions from Combustion of Fossil Fuel and Biomass.
2. Australian Government - Department of Heritage Australian Greenhouse Office. *AGO Factors and Methods Workbook.* December 2006

Conversion Values:

7.41	lbs/gallon fuel oil
6.00%	composition of fuel oil #2 in ANFO
10.35	kg CO2/gallon fuel oil #2
2000	lbs/ton
1000	kg/MT
1.102	tons/MT

Notes:

MT = metric tons
kg = kilograms
lb = pounds

Equation:

Drop Operations Formula

$EF(PM) = (k*0.0032)*(U/5)^{1.3}/(M/2)^{1.4}$

k (PM_{10}) =	0.35	
k ($PM_{2.5}$) =	0.053	
U =	6.04	mph
M =	3	%
EF PM_{10} =	0.000812	
EF PM_{10} =	0.000123	

Where:

EF = emission factor (pounds per ton)

k =particle size multiplier (dimensionsless)

U = mean wind speed, meters per second (m/s) (miles per hour (mph))

M = material moisture content (%)

Reference:

AP42 Section 13.2.4.3 - Predictive Emission Factor Equations

Assumptions:

Production Rate Information

1,800	cubic yard/day
1.3	tons/cubic yard
1,400	ton/day

Emissions Calculations:

Equipment Type	Throughput	PM_{10}		$PM_{2.5}$		
	Tons/day	Emission Factor (lb/ton)	Daily (lb/day)	Emission Factor (lb/ton)	Daily (lb/day)	Daily (lb/hour)
Hopper Loading	1,000	0.000812	0.81	0.000123	0.123	5.12E-03
Conveyor Transfer	1,000	0.000046	0.05	0.000013	0.013	5.42E-04
Primary Crusher	1,000	0.00054	0.54	0.000100	0.100	4.17E-03
Screen	1,000	0.00074	0.74	0.00005	0.050	2.08E-03
Conveyor Transfer	1,000	0.000046	0.05	0.000013	0.013	5.42E-04
Conveyor Transfer to Pile	1,000	0.000812	0.81	0.000123	0.123	5.12E-03
Total Rock Crushing			*3.00*		*0.42*	*0.42*

Phase 1		
No. of Rock Crushing Facilities	1	

	PM_{10}	$PM_{2.5}$
Total Rock Crushing	3.00	0.42

References/Notes:

Emission Factors from AP-42, Section 11.19.2 (Crushed Stone Processing), Table 11.19.2-2 (controlled factors).

Emission Factor for drop operation (conveyor to product pile) from AP-42, Section 13.2.4 (Aggregate Handling and Storage Piles), Equation 1. Wind speed is obtained from mean of Chino Airport 2012-2016 meteorlogical data. Moisture content is assumed to be 3%.

Proctor Valley
Rock Crushing Operation
Diesel Engine Generator Emissions - Unmitigated

Emission Factors									
Year	2023								
Engine Rating	750	kW							
	1000	HP							
HP Bin - Low HP	1001								
HP Bin - High HP	9999								
LF	0.74								
	ROG		NOx	CO	SOx	PM10	PM2.5	CO2	CH4
CalEEMod Emission Factor	0.194		3.058	1.031	0.005	0.058	0.058	568.299	0.017
Fuel Correction Factor	*0.72*		*0.948*			*0.852*	*0.852*		
Emission Factor for Engine (adjusted for Load Factor and Fuel Correction Factor)	0.103		2.145	0.763	0.004	0.037	0.037	420.541	0.013

Notes:
Emissions calculated using factors derived from CalEEMod for 1000 HP generator operating in 2023 based on the 1001-9999 HP range because CalEEMod does not have emission factors for HP 751-1000.

Phase 1

Assumptions:

No. of Units	1	
Daily Operating Schedule	8.0	hr/day
Operating Days	35	days/yr

Emissions Calculations:

	VOC	NOx	CO	SOx	PM10	PM2.5	CO2	CH4
gm/BHP-hr	0.103	2.145	0.763	0.004	0.037	0.037	420.541	0.013
lb/day	1.82	37.84	13.46	0.07	0.64	0.64	7416.95	0.22
ton/year	0.03	0.66	0.24	0.00	0.01	0.01	129.80	0.00
metric ton/yr							117.75	0.0035

Proctor Valley
Rock Crushing Operation
Diesel Engine-Generator Emissions - Unmitigated

Proctor Valley
Rock Crushing Operation
Diesel Engine-Generator Emissions - Unmitigated

Elephant Hill Project - LST v2 Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Elephant Hill Project - LST v2
Construction Start Date	1/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	18.8
Location	34.05169583296977, -117.79763504263539
County	Los Angeles-South Coast
City	Pomona
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5082
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	94.0	Dwelling Unit	5.88	134,420	25,592	0.00	278	—
Condo/Townhouse	66.0	Dwelling Unit	4.13	104,280	17,969	0.00	195	—

Single Family Housing	68.0	Dwelling Unit	6.00	121,924	796,474	0.00	201	—
City Park	1.00	Acre	1.00	0.00	43,560	43,560	—	—
Parking Lot	109	Space	0.98	0.00	0.00	0.00	—	—
Other Non-Asphalt Surfaces	12.0	Acre	12.0	0.00	0.00	0.00	—	—
Other Asphalt Surfaces	6.00	Acre	6.00	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	38.1	37.3	28.8	76.4	0.06	1.76	4.14	5.89	1.52	1.48	3.00	—	6,191	6,191	0.26	0.06	0.02	6,214
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	36.9	36.2	21.6	68.2	0.04	1.48	4.14	5.62	1.27	1.48	2.74	—	4,447	4,447	0.19	0.04	< 0.005	4,464
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18.3	17.9	13.3	36.1	0.03	0.83	1.97	2.80	0.71	0.71	1.42	—	2,831	2,831	0.12	0.03	0.01	2,841

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.34	3.27	2.42	6.59	< 0.005	0.15	0.36	0.51	0.13	0.13	0.26	—	469	469	0.02	< 0.005	< 0.005	470

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	38.1	37.3	28.8	76.4	0.06	1.76	4.14	5.89	1.52	1.48	3.00	—	6,191	6,191	0.26	0.06	0.02	6,214
2027	7.77	7.43	15.0	17.8	0.04	0.53	0.00	0.53	0.49	0.00	0.49	—	3,666	3,666	0.15	0.03	0.00	3,679
2028	6.82	6.64	7.64	9.63	0.02	0.25	0.00	0.25	0.23	0.00	0.23	—	1,923	1,923	0.08	0.02	0.00	1,929
2029	6.78	6.61	7.34	9.58	0.02	0.23	0.00	0.23	0.21	0.00	0.21	—	1,922	1,922	0.08	0.02	0.00	1,929
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	36.9	36.2	21.6	68.2	0.04	1.48	4.14	5.62	1.27	1.48	2.74	—	4,447	4,447	0.19	0.04	< 0.005	4,464
2027	7.65	7.33	14.2	18.5	0.03	0.51	0.00	0.51	0.47	0.00	0.47	—	3,251	3,251	0.13	0.03	0.00	3,263
2028	6.82	6.64	9.88	13.1	0.02	0.36	0.00	0.36	0.33	0.00	0.33	—	2,500	2,500	0.10	0.02	0.00	2,509
2029	6.78	6.61	7.34	9.58	0.02	0.23	0.00	0.23	0.21	0.00	0.21	—	1,922	1,922	0.08	0.02	0.00	1,929
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	18.3	17.9	13.3	36.1	0.03	0.83	1.97	2.80	0.71	0.71	1.42	—	2,831	2,831	0.12	0.03	0.01	2,841
2027	2.52	2.38	6.31	7.76	0.02	0.22	0.00	0.22	0.21	0.00	0.21	—	1,521	1,521	0.06	0.01	0.00	1,526
2028	1.96	1.84	5.30	6.70	0.01	0.18	0.00	0.18	0.17	0.00	0.17	—	1,372	1,372	0.06	0.01	0.00	1,376
2029	4.47	4.37	4.20	5.50	0.01	0.13	0.00	0.13	0.12	0.00	0.12	—	1,090	1,090	0.04	0.01	0.00	1,093
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.34	3.27	2.42	6.59	< 0.005	0.15	0.36	0.51	0.13	0.13	0.26	—	469	469	0.02	< 0.005	< 0.005	470
2027	0.46	0.43	1.15	1.42	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	—	252	252	0.01	< 0.005	0.00	253

2028	0.36	0.34	0.97	1.22	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	—	227	227	0.01	< 0.005	0.00	228
2029	0.82	0.80	0.77	1.00	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	—	180	180	0.01	< 0.005	0.00	181

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	38.1	37.3	28.8	76.4	0.06	1.76	4.14	5.89	1.52	1.48	3.00	—	6,191	6,191	0.26	0.06	0.02	6,214
2027	7.77	7.43	15.0	17.8	0.04	0.53	0.00	0.53	0.49	0.00	0.49	—	3,666	3,666	0.15	0.03	0.00	3,679
2028	6.82	6.64	7.64	9.63	0.02	0.25	0.00	0.25	0.23	0.00	0.23	—	1,923	1,923	0.08	0.02	0.00	1,929
2029	6.78	6.61	7.34	9.58	0.02	0.23	0.00	0.23	0.21	0.00	0.21	—	1,922	1,922	0.08	0.02	0.00	1,929
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	36.9	36.2	21.6	68.2	0.04	1.48	4.14	5.62	1.27	1.48	2.74	—	4,447	4,447	0.19	0.04	< 0.005	4,464
2027	7.65	7.33	14.2	18.5	0.03	0.51	0.00	0.51	0.47	0.00	0.47	—	3,251	3,251	0.13	0.03	0.00	3,263
2028	6.82	6.64	9.88	13.1	0.02	0.36	0.00	0.36	0.33	0.00	0.33	—	2,500	2,500	0.10	0.02	0.00	2,509
2029	6.78	6.61	7.34	9.58	0.02	0.23	0.00	0.23	0.21	0.00	0.21	—	1,922	1,922	0.08	0.02	0.00	1,929
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	18.3	17.9	13.3	36.1	0.03	0.83	1.97	2.80	0.71	0.71	1.42	—	2,831	2,831	0.12	0.03	0.01	2,841
2027	2.52	2.38	6.31	7.76	0.02	0.22	0.00	0.22	0.21	0.00	0.21	—	1,521	1,521	0.06	0.01	0.00	1,526
2028	1.96	1.84	5.30	6.70	0.01	0.18	0.00	0.18	0.17	0.00	0.17	—	1,372	1,372	0.06	0.01	0.00	1,376
2029	4.47	4.37	4.20	5.50	0.01	0.13	0.00	0.13	0.12	0.00	0.12	—	1,090	1,090	0.04	0.01	0.00	1,093
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.34	3.27	2.42	6.59	< 0.005	0.15	0.36	0.51	0.13	0.13	0.26	—	469	469	0.02	< 0.005	< 0.005	470
2027	0.46	0.43	1.15	1.42	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	—	252	252	0.01	< 0.005	0.00	253
2028	0.36	0.34	0.97	1.22	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	—	227	227	0.01	< 0.005	0.00	228

2029	0.82	0.80	0.77	1.00	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	—	180	180	0.01	< 0.005	0.00	181

3. Construction Emissions Details

3.1. Curb/Gutter and Pave - Area 1 (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	3.47	4.98	0.01	0.15	—	0.15	0.14	—	0.14	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.31	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.2. Curb/Gutter and Pave - Area 1 (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	3.47	4.98	0.01	0.15	—	0.15	0.14	—	0.14	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.31	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.3. Curb/Gutter and Pave - Areas 2 and 3 (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.31	4.95	0.01	0.13	—	0.13	0.12	—	0.12	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3

Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.4. Curb/Gutter and Pave - Areas 2 and 3 (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.31	4.95	0.01	0.13	—	0.13	0.12	—	0.12	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.5. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	36.5	35.9	18.6	64.1	0.04	1.39	—	1.39	1.18	—	1.18	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	36.5	35.9	18.6	64.1	0.04	1.39	—	1.39	1.18	—	1.18	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	17.6	17.3	8.99	30.9	0.02	0.67	—	0.67	0.57	—	0.57	—	1,852	1,852	0.08	0.02	—	1,858
Dust From Material Movement	—	—	—	—	—	—	1.53	1.53	—	0.67	0.67	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	3.21	3.16	1.64	5.64	< 0.005	0.12	—	0.12	0.10	—	0.10	—	307	307	0.01	< 0.005	—	308
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	0.02	0.01	0.19	0.14	< 0.005	< 0.005	0.96	0.96	< 0.005	0.10	0.10	—	32.5	32.5	0.01	0.01	0.02	34.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	0.02	0.01	0.20	0.15	< 0.005	< 0.005	0.96	0.96	< 0.005	0.10	0.10	—	32.9	32.9	0.01	0.01	< 0.005	34.8
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	0.01	< 0.005	0.09	0.07	< 0.005	< 0.005	0.44	0.44	< 0.005	0.04	0.04	—	15.8	15.8	< 0.005	< 0.005	0.01	16.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	2.61	2.61	< 0.005	< 0.005	< 0.005	2.76

3.6. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	36.5	35.9	18.6	64.1	0.04	1.39	—	1.39	1.18	—	1.18	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	36.5	35.9	18.6	64.1	0.04	1.39	—	1.39	1.18	—	1.18	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	17.6	17.3	8.99	30.9	0.02	0.67	—	0.67	0.57	—	0.57	—	1,852	1,852	0.08	0.02	—	1,858

Dust From Material Movement	—	—	—	—	—	—	1.53	1.53	—	0.67	0.67	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.21	3.16	1.64	5.64	< 0.005	0.12	—	0.12	0.10	—	0.10	—	307	307	0.01	< 0.005	—	308
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	0.02	0.01	0.19	0.14	< 0.005	< 0.005	0.96	0.96	< 0.005	0.10	0.10	—	32.5	32.5	0.01	0.01	0.02	34.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	0.02	0.01	0.20	0.15	< 0.005	< 0.005	0.96	0.96	< 0.005	0.10	0.10	—	32.9	32.9	0.01	0.01	< 0.005	34.8
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00

Hauling	0.01	< 0.005	0.09	0.07	< 0.005	< 0.005	0.44	0.44	< 0.005	0.04	0.04	—	15.8	15.8	< 0.005	< 0.005	0.01	16.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	2.61	2.61	< 0.005	< 0.005	< 0.005	2.76

3.7. Building Construction - Model Homes (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	7.25	8.18	0.02	0.28	—	0.28	0.25	—	0.25	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	7.25	8.18	0.02	0.28	—	0.28	0.25	—	0.25	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.31	2.81	3.17	0.01	0.11	—	0.11	0.10	—	0.10	—	676	676	0.03	0.01	—	678

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.58	< 0.005	0.02	—	0.02	0.02	—	0.02	—	112	112	< 0.005	< 0.005	—	112
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.8. Building Construction - Model Homes (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	7.25	8.18	0.02	0.28	—	0.28	0.25	—	0.25	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	7.25	8.18	0.02	0.28	—	0.28	0.25	—	0.25	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.31	2.81	3.17	0.01	0.11	—	0.11	0.10	—	0.10	—	676	676	0.03	0.01	—	678
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.58	< 0.005	0.02	—	0.02	0.02	—	0.02	—	112	112	< 0.005	< 0.005	—	112

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.9. Building Construction - Model Homes (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.50	1.75	< 0.005	0.05	—	0.05	0.05	—	0.05	—	375	375	0.02	< 0.005	—	377
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.27	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.2	62.2	< 0.005	< 0.005	—	62.4
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.10. Building Construction - Model Homes (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.50	1.75	< 0.005	0.05	—	0.05	0.05	—	0.05	—	375	375	0.02	< 0.005	—	377
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.27	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.2	62.2	< 0.005	< 0.005	—	62.4
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.11. Building Construction - Production Homes (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	0.39	3.48	4.08	0.01	0.13	—	0.13	0.12	—	0.12	—	874	874	0.04	0.01	—	877
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.64	0.75	< 0.005	0.02	—	0.02	0.02	—	0.02	—	145	145	0.01	< 0.005	—	145
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.12. Building Construction - Production Homes (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	0.39	3.48	4.08	0.01	0.13	—	0.13	0.12	—	0.12	—	874	874	0.04	0.01	—	877
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.64	0.75	< 0.005	0.02	—	0.02	0.02	—	0.02	—	145	145	0.01	< 0.005	—	145
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.13. Building Construction - Production Homes (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	6.57	8.14	0.02	0.23	—	0.23	0.21	—	0.21	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	6.57	8.14	0.02	0.23	—	0.23	0.21	—	0.21	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	4.70	5.83	0.01	0.16	—	0.16	0.15	—	0.15	—	1,250	1,250	0.05	0.01	—	1,254
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.86	1.06	< 0.005	0.03	—	0.03	0.03	—	0.03	—	207	207	0.01	< 0.005	—	208
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.14. Building Construction - Production Homes (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	6.57	8.14	0.02	0.23	—	0.23	0.21	—	0.21	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	6.57	8.14	0.02	0.23	—	0.23	0.21	—	0.21	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	4.70	5.83	0.01	0.16	—	0.16	0.15	—	0.15	—	1,250	1,250	0.05	0.01	—	1,254
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.86	1.06	< 0.005	0.03	—	0.03	0.03	—	0.03	—	207	207	0.01	< 0.005	—	208
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.15. Building Construction - Production Homes (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.88	0.73	6.28	8.09	0.02	0.21	—	0.21	0.19	—	0.19	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.73	6.28	8.09	0.02	0.21	—	0.21	0.19	—	0.19	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	0.41	3.49	4.50	0.01	0.12	—	0.12	0.11	—	0.11	—	969	969	0.04	0.01	—	973
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.64	0.82	< 0.005	0.02	—	0.02	0.02	—	0.02	—	160	160	0.01	< 0.005	—	161
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.16. Building Construction - Production Homes (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.73	6.28	8.09	0.02	0.21	—	0.21	0.19	—	0.19	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.88	0.73	6.28	8.09	0.02	0.21	—	0.21	0.19	—	0.19	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.49	0.41	3.49	4.50	0.01	0.12	—	0.12	0.11	—	0.11	—	969	969	0.04	0.01	—	973
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.09	0.07	0.64	0.82	< 0.005	0.02	—	0.02	0.02	—	0.02	—	160	160	0.01	< 0.005	—	161
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.17. Alley Improvements, Curb/Gutter, and Pave - Area 4 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.38	3.56	4.97	0.01	0.16	—	0.16	0.15	—	0.15	—	755	755	0.03	0.01	—	758
Paving	0.73	0.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.7	51.7	< 0.005	< 0.005	—	51.9
Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.56	8.56	< 0.005	< 0.005	—	8.59
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.18. Alley Improvements, Curb/Gutter, and Pave - Area 4 (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.38	3.56	4.97	0.01	0.16	—	0.16	0.15	—	0.15	—	755	755	0.03	0.01	—	758
Paving	0.73	0.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.7	51.7	< 0.005	< 0.005	—	51.9
Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.56	8.56	< 0.005	< 0.005	—	8.59
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.19. Architectural Coating - Production Homes (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.08	1.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179

Architectural Coating	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.08	1.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.23	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.0	38.0	< 0.005	< 0.005	—	38.1
Architectural Coatings	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.29	6.29	< 0.005	< 0.005	—	6.31

Architectural Coatings	0.22	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.20. Architectural Coating - Production Homes (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.08	1.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.08	1.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.23	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.0	38.0	< 0.005	< 0.005	—	38.1
Architectural Coatings	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.29	6.29	< 0.005	< 0.005	—	6.31
Architectural Coatings	0.22	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	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	0.00
Hauling	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	0.00

3.21. Architectural Coating - Production Homes (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.06	1.48	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.06	1.48	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.11	0.09	0.71	1.00	< 0.005	0.01	—	0.01	0.01	—	0.01	—	120	120	< 0.005	< 0.005	—	121
Architectural Coatings	3.87	3.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.9	19.9	< 0.005	< 0.005	—	20.0
Architectural Coatings	0.71	0.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.22. Architectural Coating - Production Homes (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.06	1.48	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.06	1.48	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179

Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.71	1.00	< 0.005	0.01	—	0.01	0.01	—	0.01	—	120	120	< 0.005	< 0.005	—	121
Architectural Coatings	3.87	3.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.9	19.9	< 0.005	< 0.005	—	20.0
Architectural Coatings	0.71	0.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.23. Architectural Coating - Model Homes (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.14	1.51	< 0.005	0.03	—	0.03	0.03	—	0.03	—	178	178	0.01	< 0.005	—	179

Architectural Coating	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.09	2.09	< 0.005	< 0.005	—	2.10
Architectural Coatings	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.35	0.35	< 0.005	< 0.005	—	0.35
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.24. Architectural Coating - Model Homes (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.14	1.51	< 0.005	0.03	—	0.03	0.03	—	0.03	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.09	2.09	< 0.005	< 0.005	—	2.10
Architectural Coatings	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.35	0.35	< 0.005	< 0.005	—	0.35
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.25. Architectural Coating - Model Homes (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.11	1.50	< 0.005	0.03	—	0.03	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.11	1.50	< 0.005	0.03	—	0.03	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.32	0.43	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.6	51.6	< 0.005	< 0.005	—	51.7
Architectural Coatings	1.65	1.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.54	8.54	< 0.005	< 0.005	—	8.57
Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.26. Architectural Coating - Model Homes (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.11	1.50	< 0.005	0.03	—	0.03	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.18	0.15	1.11	1.50	< 0.005	0.03	—	0.03	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.32	0.43	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.6	51.6	< 0.005	< 0.005	—	51.7
Architectural Coatings	1.65	1.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.54	8.54	< 0.005	< 0.005	—	8.57
Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.27. Infrastructure Work - Area 4 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.46	0.66	< 0.005	0.02	—	0.02	0.01	—	0.01	—	97.4	97.4	< 0.005	< 0.005	—	97.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.28. Infrastructure Work - Area 4 (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.46	0.66	< 0.005	0.02	—	0.02	0.01	—	0.01	—	97.4	97.4	< 0.005	< 0.005	—	97.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.29. Infrastructure Work - Area 1 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.65	0.93	< 0.005	0.02	—	0.02	0.02	—	0.02	—	136	136	0.01	< 0.005	—	136

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.30. Infrastructure Work - Area 1 (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.65	0.93	< 0.005	0.02	—	0.02	0.02	—	0.02	—	136	136	0.01	< 0.005	—	136
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.31. Infrastructure Work - Area 1 (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.32. Infrastructure Work - Area 1 (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.33. Infrastructure - Areas 2 and 3 (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.63	0.93	< 0.005	0.02	—	0.02	0.02	—	0.02	—	136	136	0.01	< 0.005	—	136
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.34. Infrastructure - Areas 2 and 3 (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.63	0.93	< 0.005	0.02	—	0.02	0.02	—	0.02	—	136	136	0.01	< 0.005	—	136
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.35. Infrastructure - Areas 2 and 3 (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.61	3.92	0.01	0.08	—	0.08	0.07	—	0.07	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.36. Infrastructure - Areas 2 and 3 (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.61	3.92	0.01	0.08	—	0.08	0.07	—	0.07	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Curb/Gutter and Pave - Area 1	Site Preparation	1/14/2027	3/1/2027	5.00	33.0	—
Curb/Gutter and Pave - Areas 2 and 3	Site Preparation	1/18/2028	3/2/2028	5.00	33.0	—
Grading	Grading	1/1/2026	9/3/2026	5.00	176	—
Building Construction - Model Homes	Building Construction	6/17/2026	4/20/2027	5.00	220	—
Building Construction - Production Homes	Building Construction	4/20/2027	10/11/2029	5.00	648	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	Paving	5/13/2026	6/16/2026	5.00	25.0	—
Architectural Coating - Production Homes	Architectural Coating	9/14/2028	12/11/2029	5.00	324	—
Architectural Coating - Model Homes	Architectural Coating	12/26/2026	5/28/2027	5.00	110	—
Infrastructure Work - Area 4	Trenching	2/18/2026	5/14/2026	5.00	62.0	—
Infrastructure Work - Area 1	Trenching	9/2/2026	1/14/2027	5.00	97.0	—
Infrastructure - Areas 2 and 3	Trenching	9/2/2027	1/14/2028	5.00	97.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Curb/Gutter and Pave - Area 1	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Area 1	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Area 1	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Curb/Gutter and Pave - Areas 2 and 3	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Areas 2 and 3	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Areas 2 and 3	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Grading	Crushing/Proc. Equipment	Gasoline	Average	1.00	8.00	12.0	0.85
Building Construction - Model Homes	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction - Model Homes	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction - Model Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction - Model Homes	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction - Model Homes	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction - Production Homes	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction - Production Homes	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction - Production Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction - Production Homes	Tractors/Loaders/Back	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction - Production Homes	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Alley Improvements, Curb/Gutter, and Pave - Area 4	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Alley Improvements, Curb/Gutter, and Pave - Area 4	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Alley Improvements, Curb/Gutter, and Pave - Area 4	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Architectural Coating - Production Homes	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Architectural Coating - Model Homes	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Infrastructure Work - Area 4	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 4	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure Work - Area 4	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure Work - Area 1	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure - Areas 2 and 3	Rollers	Diesel	Average	1.00	8.00	36.0	0.38

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Curb/Gutter and Pave - Area 1	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Area 1	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Area 1	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Curb/Gutter and Pave - Areas 2 and 3	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Areas 2 and 3	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Areas 2 and 3	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Grading	Crushing/Proc. Equipment	Gasoline	Average	1.00	8.00	12.0	0.85
Building Construction - Model Homes	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction - Model Homes	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction - Model Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction - Model Homes	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction - Model Homes	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction - Production Homes	Cranes	Diesel	Average	1.00	8.00	367	0.29

Building Construction - Production Homes	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction - Production Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction - Production Homes	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction - Production Homes	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Alley Improvements, Curb/Gutter, and Pave - Area 4	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Alley Improvements, Curb/Gutter, and Pave - Area 4	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Alley Improvements, Curb/Gutter, and Pave - Area 4	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Architectural Coating - Production Homes	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Architectural Coating - Model Homes	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Infrastructure Work - Area 4	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 4	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure Work - Area 4	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure Work - Area 1	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

Infrastructure - Areas 2 and 3	Tractors/Loaders/Back	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure - Areas 2 and 3	Rollers	Diesel	Average	1.00	8.00	36.0	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	0.00	18.5	LDA,LDT1,LDT2
Grading	Vendor	0.00	10.2	HHDT,MHDT
Grading	Hauling	13.0	0.25	HHDT
Grading	Onsite truck	0.00	0.25	HHDT
Curb/Gutter and Pave - Area 1	—	—	—	—
Curb/Gutter and Pave - Area 1	Worker	0.00	18.5	LDA,LDT1,LDT2
Curb/Gutter and Pave - Area 1	Vendor	0.00	10.2	HHDT,MHDT
Curb/Gutter and Pave - Area 1	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Area 1	Onsite truck	0.00	0.00	HHDT
Curb/Gutter and Pave - Areas 2 and 3	—	—	—	—
Curb/Gutter and Pave - Areas 2 and 3	Worker	0.00	18.5	LDA,LDT1,LDT2
Curb/Gutter and Pave - Areas 2 and 3	Vendor	0.00	10.2	HHDT,MHDT
Curb/Gutter and Pave - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT
Building Construction - Model Homes	—	—	—	—
Building Construction - Model Homes	Worker	0.00	18.5	LDA,LDT1,LDT2

Building Construction - Model Homes	Vendor	0.00	10.2	HHDT,MHDT
Building Construction - Model Homes	Hauling	0.00	20.0	HHDT
Building Construction - Model Homes	Onsite truck	0.00	0.00	HHDT
Building Construction - Production Homes	—	—	—	—
Building Construction - Production Homes	Worker	0.00	18.5	LDA,LDT1,LDT2
Building Construction - Production Homes	Vendor	0.00	10.2	HHDT,MHDT
Building Construction - Production Homes	Hauling	0.00	20.0	HHDT
Building Construction - Production Homes	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Production Homes	—	—	—	—
Architectural Coating - Production Homes	Worker	0.00	18.5	LDA,LDT1,LDT2
Architectural Coating - Production Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Production Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Production Homes	Onsite truck	0.00	0.00	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	—	—	—	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	Worker	0.00	18.5	LDA,LDT1,LDT2
Alley Improvements, Curb/Gutter, and Pave - Area 4	Vendor	0.00	10.2	HHDT,MHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Hauling	0.00	20.0	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Model Homes	—	—	—	—

Architectural Coating - Model Homes	Worker	0.00	18.5	LDA,LDT1,LDT2
Architectural Coating - Model Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Model Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Model Homes	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 4	—	—	—	—
Infrastructure Work - Area 4	Worker	0.00	18.5	LDA,LDT1,LDT2
Infrastructure Work - Area 4	Vendor	0.00	10.2	HHDT,MHDT
Infrastructure Work - Area 4	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 4	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 1	—	—	—	—
Infrastructure Work - Area 1	Worker	0.00	18.5	LDA,LDT1,LDT2
Infrastructure Work - Area 1	Vendor	0.00	10.2	HHDT,MHDT
Infrastructure Work - Area 1	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 1	Onsite truck	0.00	0.00	HHDT
Infrastructure - Areas 2 and 3	—	—	—	—
Infrastructure - Areas 2 and 3	Worker	0.00	18.5	LDA,LDT1,LDT2
Infrastructure - Areas 2 and 3	Vendor	0.00	10.2	HHDT,MHDT
Infrastructure - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Infrastructure - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	0.00	18.5	LDA,LDT1,LDT2
Grading	Vendor	0.00	10.2	HHDT,MHDT
Grading	Hauling	13.0	0.25	HHDT
Grading	Onsite truck	0.00	0.25	HHDT
Curb/Gutter and Pave - Area 1	—	—	—	—

Curb/Gutter and Pave - Area 1	Worker	0.00	18.5	LDA,LDT1,LDT2
Curb/Gutter and Pave - Area 1	Vendor	0.00	10.2	HHDT,MHDT
Curb/Gutter and Pave - Area 1	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Area 1	Onsite truck	0.00	0.00	HHDT
Curb/Gutter and Pave - Areas 2 and 3	—	—	—	—
Curb/Gutter and Pave - Areas 2 and 3	Worker	0.00	18.5	LDA,LDT1,LDT2
Curb/Gutter and Pave - Areas 2 and 3	Vendor	0.00	10.2	HHDT,MHDT
Curb/Gutter and Pave - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT
Building Construction - Model Homes	—	—	—	—
Building Construction - Model Homes	Worker	0.00	18.5	LDA,LDT1,LDT2
Building Construction - Model Homes	Vendor	0.00	10.2	HHDT,MHDT
Building Construction - Model Homes	Hauling	0.00	20.0	HHDT
Building Construction - Model Homes	Onsite truck	0.00	0.00	HHDT
Building Construction - Production Homes	—	—	—	—
Building Construction - Production Homes	Worker	0.00	18.5	LDA,LDT1,LDT2
Building Construction - Production Homes	Vendor	0.00	10.2	HHDT,MHDT
Building Construction - Production Homes	Hauling	0.00	20.0	HHDT
Building Construction - Production Homes	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Production Homes	—	—	—	—
Architectural Coating - Production Homes	Worker	0.00	18.5	LDA,LDT1,LDT2

Architectural Coating - Production Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Production Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Production Homes	Onsite truck	0.00	0.00	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	—	—	—	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	Worker	0.00	18.5	LDA,LDT1,LDT2
Alley Improvements, Curb/Gutter, and Pave - Area 4	Vendor	0.00	10.2	HHDT,MHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Hauling	0.00	20.0	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Model Homes	—	—	—	—
Architectural Coating - Model Homes	Worker	0.00	18.5	LDA,LDT1,LDT2
Architectural Coating - Model Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Model Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Model Homes	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 4	—	—	—	—
Infrastructure Work - Area 4	Worker	0.00	18.5	LDA,LDT1,LDT2
Infrastructure Work - Area 4	Vendor	0.00	10.2	HHDT,MHDT
Infrastructure Work - Area 4	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 4	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 1	—	—	—	—
Infrastructure Work - Area 1	Worker	0.00	18.5	LDA,LDT1,LDT2
Infrastructure Work - Area 1	Vendor	0.00	10.2	HHDT,MHDT
Infrastructure Work - Area 1	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 1	Onsite truck	0.00	0.00	HHDT

Infrastructure - Areas 2 and 3	—	—	—	—
Infrastructure - Areas 2 and 3	Worker	0.00	18.5	LDA,LDT1,LDT2
Infrastructure - Areas 2 and 3	Vendor	0.00	10.2	HHDT,MHDT
Infrastructure - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Infrastructure - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating - Model Homes	184,373	61,458	0.00	0.00	12,525
Architectural Coating - Production Homes	545,890	181,963	0.00	0.00	37,084

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Curb/Gutter and Pave - Area 1	0.00	0.00	0.00	0.00	—
Curb/Gutter and Pave - Areas 2 and 3	0.00	0.00	0.00	0.00	—

Grading	0.00	0.00	352	0.00	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	0.00	0.00	0.00	0.00	19.7

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Condo/Townhouse	—	0%
Single Family Housing	0.75	0%
City Park	0.00	0%
Parking Lot	0.98	100%
Other Non-Asphalt Surfaces	12.0	0%
Other Asphalt Surfaces	6.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	532	0.03	< 0.005
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	18.2	annual days of extreme heat
Extreme Precipitation	6.10	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	2.73	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	74.1

AQ-PM	90.7
AQ-DPM	90.7
Drinking Water	86.0
Lead Risk Housing	80.2
Pesticides	67.1
Toxic Releases	68.2
Traffic	77.4
Effect Indicators	—
CleanUp Sites	88.8
Groundwater	48.6
Haz Waste Facilities/Generators	95.4
Impaired Water Bodies	51.2
Solid Waste	0.00
Sensitive Population	—
Asthma	75.9
Cardio-vascular	67.9
Low Birth Weights	63.9
Socioeconomic Factor Indicators	—
Education	73.4
Housing	79.3
Linguistic	68.2
Poverty	73.2
Unemployment	89.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—

Above Poverty	40.49788272
Employed	22.3662261
Median HI	40.39522649
Education	—
Bachelor's or higher	52.22635699
High school enrollment	100
Preschool enrollment	56.64057487
Transportation	—
Auto Access	88.68215065
Active commuting	15.7577313
Social	—
2-parent households	42.98729629
Voting	8.122674195
Neighborhood	—
Alcohol availability	60.97780059
Park access	23.71358912
Retail density	97.36943411
Supermarket access	46.54176825
Tree canopy	15.98870781
Housing	—
Homeownership	43.62889773
Housing habitability	32.27255229
Low-inc homeowner severe housing cost burden	57.57731297
Low-inc renter severe housing cost burden	34.98011036
Uncrowded housing	21.62196843
Health Outcomes	—
Insured adults	19.41485949
Arthritis	95.2

Asthma ER Admissions	37.1
High Blood Pressure	95.6
Cancer (excluding skin)	91.6
Asthma	69.3
Coronary Heart Disease	90.3
Chronic Obstructive Pulmonary Disease	89.8
Diagnosed Diabetes	67.4
Life Expectancy at Birth	28.5
Cognitively Disabled	72.6
Physically Disabled	74.5
Heart Attack ER Admissions	50.3
Mental Health Not Good	48.5
Chronic Kidney Disease	85.5
Obesity	48.4
Pedestrian Injuries	75.9
Physical Health Not Good	56.1
Stroke	88.3
Health Risk Behaviors	—
Binge Drinking	20.5
Current Smoker	56.8
No Leisure Time for Physical Activity	54.5
Climate Change Exposures	—
Wildfire Risk	7.7
SLR Inundation Area	0.0
Children	27.6
Elderly	93.7
English Speaking	33.7
Foreign-born	72.0

Outdoor Workers	31.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	71.6
Traffic Density	61.5
Traffic Access	48.6
Other Indices	—
Hardship	59.5
Other Decision Support	—
2016 Voting	11.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	98.0
Healthy Places Index Score for Project Location (b)	33.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Construction would include: duplex 94 units 134,420 SF, cluster 68 units 121,924 SF, towns 66 units 104,280 SF. 109 parking spaces. 6.42 acres of street. City park (1.02-acres). 35.98 total acres.
Construction: Construction Phases	Construction assumed to begin January 2026 to December 2029.
Construction: Off-Road Equipment	Updated per applicant.
Operations: Vehicle Data	City Park used to represent Rec Area thus no vehicle trips assumed. Updated trip rates per traffic analysis.
Operations: Hearths	No wood-burning or natural gas hearths or stoves.
Construction: Trips and VMT	Updated per applicant. Assume 0.25 trip length for onsite trucks.
Construction: Dust From Material Movement	No material exported or imported.
Construction: On-Road Fugitive Dust	Assume project area would have 80% paved roadways within project area.

Appendix B

Construction Health Risk Assessment Supporting Data

Elephant Hill Project - Con HRA Detailed Report

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6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Elephant Hill Project - Con HRA
Construction Start Date	1/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	18.8
Location	34.05169583296977, -117.79763504263539
County	Los Angeles-South Coast
City	Pomona
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5082
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	94.0	Dwelling Unit	5.88	134,420	25,592	0.00	278	—
Condo/Townhouse	66.0	Dwelling Unit	4.13	104,280	17,969	0.00	195	—

Single Family Housing	68.0	Dwelling Unit	6.00	121,924	796,474	0.00	201	—
City Park	1.00	Acre	1.00	0.00	43,560	43,560	—	—
Parking Lot	109	Space	0.98	0.00	0.00	0.00	—	—
Other Non-Asphalt Surfaces	12.0	Acre	12.0	0.00	0.00	0.00	—	—
Other Asphalt Surfaces	6.00	Acre	6.00	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	38.1	37.3	28.9	76.4	0.06	1.76	7.96	9.72	1.52	1.86	3.38	—	6,209	6,209	0.26	0.06	0.05	6,233
Mit.	36.1	35.8	11.3	123	0.13	0.87	9.82	10.7	0.73	2.06	2.79	—	13,823	13,823	0.57	0.12	0.05	13,873
% Reduced	5%	4%	61%	-61%	-117%	50%	-23%	-10%	52%	-11%	17%	—	-123%	-123%	-117%	-106%	—	-123%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	36.9	36.2	21.7	68.3	0.04	1.48	7.96	9.44	1.27	1.86	3.13	—	4,462	4,462	0.19	0.04	< 0.005	4,480
Mit.	35.2	35.0	8.49	109	0.11	0.80	9.82	10.6	0.66	2.06	2.72	—	11,480	11,480	0.48	0.10	< 0.005	11,522
% Reduced	4%	3%	61%	-60%	-152%	46%	-23%	-12%	48%	-11%	13%	—	-157%	-157%	-148%	-131%	—	-157%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18.3	17.9	13.3	36.1	0.03	0.83	3.72	4.55	0.71	0.88	1.60	—	2,839	2,839	0.12	0.03	0.01	2,850
Mit.	17.2	17.1	5.14	58.0	0.06	0.41	4.62	5.03	0.34	0.98	1.33	—	6,432	6,432	0.27	0.06	0.01	6,455
% Reduced	6%	4%	61%	-60%	-121%	50%	-24%	-11%	52%	-11%	17%	—	-127%	-127%	-121%	-109%	—	-127%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.34	3.27	2.43	6.60	< 0.005	0.15	0.68	0.83	0.13	0.16	0.29	—	470	470	0.02	< 0.005	< 0.005	472
Mit.	3.15	3.13	0.94	10.6	0.01	0.08	0.84	0.92	0.06	0.18	0.24	—	1,065	1,065	0.04	0.01	< 0.005	1,069
% Reduced	6%	4%	61%	-60%	-121%	50%	-24%	-11%	52%	-11%	17%	—	-127%	-127%	-121%	-109%	—	-127%

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	38.1	37.3	28.9	76.4	0.06	1.76	7.96	9.72	1.52	1.86	3.38	—	6,209	6,209	0.26	0.06	0.05	6,233
2027	7.79	7.44	15.2	18.0	0.04	0.53	0.01	0.53	0.49	< 0.005	0.49	—	3,708	3,708	0.16	0.04	0.05	3,723
2028	6.84	6.65	7.86	9.80	0.02	0.25	< 0.005	0.25	0.23	< 0.005	0.23	—	1,961	1,961	0.09	0.02	0.04	1,969
2029	6.80	6.62	7.55	9.74	0.02	0.23	< 0.005	0.23	0.21	< 0.005	0.21	—	1,960	1,960	0.09	0.02	0.04	1,968
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	36.9	36.2	21.7	68.3	0.04	1.48	7.96	9.44	1.27	1.86	3.13	—	4,462	4,462	0.19	0.04	< 0.005	4,480

2027	7.65	7.33	14.3	18.6	0.03	0.51	0.01	0.51	0.47	< 0.005	0.47	—	3,266	3,266	0.14	0.03	< 0.005	3,278
2028	6.84	6.65	10.1	13.3	0.02	0.36	0.01	0.36	0.33	< 0.005	0.33	—	2,542	2,542	0.11	0.03	< 0.005	2,553
2029	6.80	6.62	7.56	9.75	0.02	0.23	< 0.005	0.23	0.21	< 0.005	0.21	—	1,960	1,960	0.09	0.02	< 0.005	1,969
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	18.3	17.9	13.3	36.1	0.03	0.83	3.72	4.55	0.71	0.88	1.60	—	2,839	2,839	0.12	0.03	0.01	2,850
2027	2.53	2.38	6.44	7.86	0.02	0.22	< 0.005	0.23	0.21	< 0.005	0.21	—	1,543	1,543	0.07	0.02	0.01	1,549
2028	1.97	1.84	5.46	6.83	0.01	0.18	< 0.005	0.18	0.17	< 0.005	0.17	—	1,399	1,399	0.06	0.02	0.01	1,406
2029	4.48	4.38	4.32	5.59	0.01	0.13	< 0.005	0.13	0.12	< 0.005	0.12	—	1,110	1,110	0.05	0.01	0.01	1,115
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.34	3.27	2.43	6.60	< 0.005	0.15	0.68	0.83	0.13	0.16	0.29	—	470	470	0.02	< 0.005	< 0.005	472
2027	0.46	0.43	1.18	1.43	< 0.005	0.04	< 0.005	0.04	0.04	< 0.005	0.04	—	255	255	0.01	< 0.005	< 0.005	257
2028	0.36	0.34	1.00	1.25	< 0.005	0.03	< 0.005	0.03	0.03	< 0.005	0.03	—	232	232	0.01	< 0.005	< 0.005	233
2029	0.82	0.80	0.79	1.02	< 0.005	0.02	< 0.005	0.02	0.02	< 0.005	0.02	—	184	184	0.01	< 0.005	< 0.005	185

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	36.1	35.8	11.3	123	0.13	0.87	9.82	10.7	0.73	2.06	2.79	—	13,823	13,823	0.57	0.12	0.05	13,873
2027	6.45	6.39	6.68	29.8	0.05	0.15	0.01	0.16	0.15	< 0.005	0.15	—	4,899	4,899	0.21	0.05	0.05	4,918
2028	6.13	6.10	3.86	15.6	0.03	0.08	< 0.005	0.08	0.07	< 0.005	0.08	—	2,556	2,556	0.11	0.03	0.04	2,566
2029	6.13	6.10	3.85	15.6	0.03	0.08	< 0.005	0.08	0.07	< 0.005	0.07	—	2,555	2,555	0.11	0.03	0.04	2,565
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	35.2	35.0	8.49	109	0.11	0.80	9.82	10.6	0.66	2.06	2.72	—	11,480	11,480	0.48	0.10	< 0.005	11,522
2027	6.27	6.24	6.31	26.8	0.04	0.11	0.01	0.11	0.10	< 0.005	0.10	—	4,151	4,151	0.17	0.04	< 0.005	4,166

2028	6.13	6.10	4.66	20.4	0.03	0.09	0.01	0.09	0.09	< 0.005	0.09	—	3,249	3,249	0.14	0.03	< 0.005	3,263
2029	6.13	6.10	3.86	15.6	0.03	0.08	< 0.005	0.08	0.07	< 0.005	0.07	—	2,555	2,555	0.11	0.03	< 0.005	2,566
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	17.2	17.1	5.14	58.0	0.06	0.41	4.62	5.03	0.34	0.98	1.33	—	6,432	6,432	0.27	0.06	0.01	6,455
2027	1.95	1.93	2.89	12.7	0.02	0.06	< 0.005	0.06	0.06	< 0.005	0.06	—	2,046	2,046	0.09	0.02	0.01	2,054
2028	1.50	1.48	2.47	11.2	0.02	0.05	< 0.005	0.06	0.05	< 0.005	0.05	—	1,834	1,834	0.08	0.02	0.01	1,841
2029	4.09	4.08	2.25	8.83	0.01	0.04	< 0.005	0.05	0.04	< 0.005	0.04	—	1,441	1,441	0.06	0.01	0.01	1,447
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.15	3.13	0.94	10.6	0.01	0.08	0.84	0.92	0.06	0.18	0.24	—	1,065	1,065	0.04	0.01	< 0.005	1,069
2027	0.36	0.35	0.53	2.32	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	339	339	0.01	< 0.005	< 0.005	340
2028	0.27	0.27	0.45	2.04	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	304	304	0.01	< 0.005	< 0.005	305
2029	0.75	0.74	0.41	1.61	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	239	239	0.01	< 0.005	< 0.005	240

3. Construction Emissions Details

3.1. Curb/Gutter and Pave - Area 1 (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	3.47	4.98	0.01	0.15	—	0.15	0.14	—	0.14	—	756	756	0.03	0.01	—	758

Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.31	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.54	3.54	< 0.005	< 0.005	< 0.005	3.73
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.32	0.32	< 0.005	< 0.005	< 0.005	0.34
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.06
Hauling	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	0.00

3.2. Curb/Gutter and Pave - Area 1 (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.97	5.30	0.01	0.01	—	0.01	0.01	—	0.01	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.54	3.54	< 0.005	< 0.005	< 0.005	3.73
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.32	0.32	< 0.005	< 0.005	< 0.005	0.34
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.06
Hauling	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	0.00

3.3. Curb/Gutter and Pave - Areas 2 and 3 (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.31	4.95	0.01	0.13	—	0.13	0.12	—	0.12	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.3	68.3	< 0.005	< 0.005	—	68.5

Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.48	3.48	< 0.005	< 0.005	< 0.005	3.67
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.33
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Hauling	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	0.00

3.4. Curb/Gutter and Pave - Areas 2 and 3 (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.97	5.30	0.01	0.01	—	0.01	0.01	—	0.01	—	756	756	0.03	0.01	—	758
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.3	68.3	< 0.005	< 0.005	—	68.5
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.48	3.48	< 0.005	< 0.005	< 0.005	3.67
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.33
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Hauling	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	0.00

3.5. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	36.5	35.9	18.6	64.1	0.04	1.39	—	1.39	1.18	—	1.18	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	0.02	0.01	0.19	0.14	< 0.005	< 0.005	4.78	4.78	< 0.005	0.48	0.48	—	32.5	32.5	0.01	0.01	0.02	34.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	36.5	35.9	18.6	64.1	0.04	1.39	—	1.39	1.18	—	1.18	—	3,841	3,841	0.16	0.03	—	3,854
Dust From Material Movement	—	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	0.02	0.01	0.20	0.15	< 0.005	< 0.005	4.78	4.78	< 0.005	0.48	0.48	—	32.9	32.9	0.01	0.01	< 0.005	34.8
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	17.6	17.3	8.99	30.9	0.02	0.67	—	0.67	0.57	—	0.57	—	1,852	1,852	0.08	0.02	—	1,858

Dust From Material Movement	—	—	—	—	—	—	1.53	1.53	—	0.67	0.67	—	—	—	—	—	—	—
Onsite truck	0.01	< 0.005	0.09	0.07	< 0.005	< 0.005	2.19	2.19	< 0.005	0.22	0.22	—	15.8	15.8	< 0.005	< 0.005	0.01	16.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.21	3.16	1.64	5.64	< 0.005	0.12	—	0.12	0.10	—	0.10	—	307	307	0.01	< 0.005	—	308
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.40	0.40	< 0.005	0.04	0.04	—	2.61	2.61	< 0.005	< 0.005	< 0.005	2.76
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.13	7.13	< 0.005	< 0.005	0.01	7.51
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	< 0.005	7.57
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.45	3.45	< 0.005	< 0.005	< 0.005	3.63

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.57	0.57	< 0.005	< 0.005	< 0.005	0.60
Hauling	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	0.00

3.6. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	35.1	34.9	6.60	103	0.10	0.78	—	0.78	0.64	—	0.64	—	10,569	10,569	0.43	0.09	—	10,605
Dust From Material Movement	—	—	—	—	—	—	5.04	5.04	—	1.58	1.58	—	—	—	—	—	—	—
Onsite truck	0.02	0.01	0.19	0.14	< 0.005	< 0.005	4.78	4.78	< 0.005	0.48	0.48	—	32.5	32.5	0.01	0.01	0.02	34.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	35.1	34.9	6.60	103	0.10	0.78	—	0.78	0.64	—	0.64	—	10,569	10,569	0.43	0.09	—	10,605
Dust From Material Movement	—	—	—	—	—	—	5.04	5.04	—	1.58	1.58	—	—	—	—	—	—	—

Onsite truck	0.02	0.01	0.20	0.15	< 0.005	< 0.005	4.78	4.78	< 0.005	0.48	0.48	—	32.9	32.9	0.01	0.01	< 0.005	34.8
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	16.9	16.8	3.18	49.6	0.05	0.38	—	0.38	0.31	—	0.31	—	5,096	5,096	0.21	0.04	—	5,114
Dust From Material Movement	—	—	—	—	—	—	2.43	2.43	—	0.76	0.76	—	—	—	—	—	—	—
Onsite truck	0.01	< 0.005	0.09	0.07	< 0.005	< 0.005	2.19	2.19	< 0.005	0.22	0.22	—	15.8	15.8	< 0.005	< 0.005	0.01	16.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.09	3.07	0.58	9.05	0.01	0.07	—	0.07	0.06	—	0.06	—	844	844	0.03	0.01	—	847
Dust From Material Movement	—	—	—	—	—	—	0.44	0.44	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.40	0.40	< 0.005	0.04	0.04	—	2.61	2.61	< 0.005	< 0.005	< 0.005	2.76
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.13	7.13	< 0.005	< 0.005	0.01	7.51
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	< 0.005	7.57
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.45	3.45	< 0.005	< 0.005	< 0.005	3.63
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.57	0.57	< 0.005	< 0.005	< 0.005	0.60
Hauling	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	0.00

3.7. Building Construction - Model Homes (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	7.25	8.18	0.02	0.28	—	0.28	0.25	—	0.25	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	7.25	8.18	0.02	0.28	—	0.28	0.25	—	0.25	—	1,744	1,744	0.07	0.01	—	1,750

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.31	2.81	3.17	0.01	0.11	—	0.11	0.10	—	0.10	—	676	676	0.03	0.01	—	678
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.58	< 0.005	0.02	—	0.02	0.02	—	0.02	—	112	112	< 0.005	< 0.005	—	112
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.56	3.56	< 0.005	< 0.005	< 0.005	3.76
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.60	3.60	< 0.005	< 0.005	< 0.005	3.79
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.39	1.39	< 0.005	< 0.005	< 0.005	1.46

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.24
Hauling	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	0.00

3.8. Building Construction - Model Homes (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.32	2.79	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,340	2,340	0.09	0.02	—	2,348
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.32	2.79	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,340	2,340	0.09	0.02	—	2,348
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.13	1.08	5.49	0.01	0.03	—	0.03	0.03	—	0.03	—	907	907	0.04	0.01	—	910

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.20	1.00	< 0.005	0.01	—	0.01	0.01	—	0.01	—	150	150	0.01	< 0.005	—	151
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.56	3.56	< 0.005	< 0.005	< 0.005	3.76
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.60	3.60	< 0.005	< 0.005	< 0.005	3.79
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.39	1.39	< 0.005	< 0.005	< 0.005	1.46
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.24
Hauling	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	0.00

3.9. Building Construction - Model Homes (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.50	1.75	< 0.005	0.05	—	0.05	0.05	—	0.05	—	375	375	0.02	< 0.005	—	377
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.27	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.2	62.2	< 0.005	< 0.005	—	62.4

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.51	3.51	< 0.005	< 0.005	< 0.005	3.70
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.54	3.54	< 0.005	< 0.005	< 0.005	3.73
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.76	0.76	< 0.005	< 0.005	< 0.005	0.80
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.13	0.13	< 0.005	< 0.005	< 0.005	0.13
Hauling	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	0.00

3.10. Building Construction - Model Homes (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.32	2.79	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,339	2,339	0.09	0.02	—	2,347
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.32	2.79	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,339	2,339	0.09	0.02	—	2,347
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	0.60	3.05	< 0.005	0.02	—	0.02	0.02	—	0.02	—	504	504	0.02	< 0.005	—	505
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.56	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	83.4	83.4	< 0.005	< 0.005	—	83.7
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.51	3.51	< 0.005	< 0.005	< 0.005	3.70
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.54	3.54	< 0.005	< 0.005	< 0.005	3.73
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.76	0.76	< 0.005	< 0.005	< 0.005	0.80
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.13	0.13	< 0.005	< 0.005	< 0.005	0.13
Hauling	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	0.00

3.11. Building Construction - Production Homes (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.95	8.15	0.02	0.25	—	0.25	0.23	—	0.23	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	0.39	3.48	4.08	0.01	0.13	—	0.13	0.12	—	0.12	—	874	874	0.04	0.01	—	877
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.64	0.75	< 0.005	0.02	—	0.02	0.02	—	0.02	—	145	145	0.01	< 0.005	—	145
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.22	0.17	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	38.6	38.6	0.01	0.01	0.04	40.7
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	0.02	0.01	0.23	0.17	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	39.0	39.0	0.01	0.01	< 0.005	41.0
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.01	0.01	0.11	0.09	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	19.4	19.4	< 0.005	< 0.005	0.01	20.4
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.21	3.21	< 0.005	< 0.005	< 0.005	3.38
Hauling	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	0.00

3.12. Building Construction - Production Homes (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.32	2.79	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,339	2,339	0.09	0.02	—	2,347
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.34	0.32	2.79	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,339	2,339	0.09	0.02	—	2,347
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.16	1.40	7.10	0.01	0.04	—	0.04	0.04	—	0.04	—	1,172	1,172	0.05	0.01	—	1,176
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	1.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	194	194	0.01	< 0.005	—	195
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.22	0.17	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	38.6	38.6	0.01	0.01	0.04	40.7
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.23	0.17	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	39.0	39.0	0.01	0.01	< 0.005	41.0
Hauling	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.01	0.01	0.11	0.09	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	19.4	19.4	< 0.005	< 0.005	0.01	20.4
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.21	3.21	< 0.005	< 0.005	< 0.005	3.38
Hauling	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	0.00

3.13. Building Construction - Production Homes (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	6.57	8.14	0.02	0.23	—	0.23	0.21	—	0.21	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	6.57	8.14	0.02	0.23	—	0.23	0.21	—	0.21	—	1,745	1,745	0.07	0.01	—	1,751
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	4.70	5.83	0.01	0.16	—	0.16	0.15	—	0.15	—	1,250	1,250	0.05	0.01	—	1,254
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.86	1.06	< 0.005	0.03	—	0.03	0.03	—	0.03	—	207	207	0.01	< 0.005	—	208
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.21	0.16	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.9	37.9	0.01	0.01	0.04	39.9
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.22	0.17	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	38.3	38.3	0.01	0.01	< 0.005	40.4
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.01	0.01	0.16	0.12	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	27.3	27.3	0.01	< 0.005	0.01	28.8
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.52	4.52	< 0.005	< 0.005	< 0.005	4.76
Hauling	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	0.00

3.14. Building Construction - Production Homes (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.32	2.79	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,340	2,340	0.09	0.02	—	2,348
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.32	2.79	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,340	2,340	0.09	0.02	—	2,348
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.23	2.00	10.1	0.02	0.05	—	0.05	0.05	—	0.05	—	1,676	1,676	0.07	0.01	—	1,682
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.36	1.85	< 0.005	0.01	—	0.01	0.01	—	0.01	—	277	277	0.01	< 0.005	—	278
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.21	0.16	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.9	37.9	0.01	0.01	0.04	39.9
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.22	0.17	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	38.3	38.3	0.01	0.01	< 0.005	40.4
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.01	0.01	0.16	0.12	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	27.3	27.3	0.01	< 0.005	0.01	28.8
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.52	4.52	< 0.005	< 0.005	< 0.005	4.76
Hauling	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	0.00

3.15. Building Construction - Production Homes (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.73	6.28	8.09	0.02	0.21	—	0.21	0.19	—	0.19	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.73	6.28	8.09	0.02	0.21	—	0.21	0.19	—	0.19	—	1,744	1,744	0.07	0.01	—	1,750
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	0.41	3.49	4.50	0.01	0.12	—	0.12	0.11	—	0.11	—	969	969	0.04	0.01	—	973
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.64	0.82	< 0.005	0.02	—	0.02	0.02	—	0.02	—	160	160	0.01	< 0.005	—	161
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.21	0.16	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.2	37.2	0.01	0.01	0.04	39.2
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.22	0.17	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.7	37.7	0.01	0.01	< 0.005	39.7
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.01	0.01	0.12	0.09	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	20.8	20.8	< 0.005	< 0.005	0.01	21.8
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.44	3.44	< 0.005	< 0.005	< 0.005	3.62
Hauling	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	0.00

3.16. Building Construction - Production Homes (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.34	0.32	2.78	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,339	2,339	0.09	0.02	—	2,347
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.32	2.78	14.2	0.02	0.07	—	0.07	0.07	—	0.07	—	2,339	2,339	0.09	0.02	—	2,347
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.18	1.55	7.87	0.01	0.04	—	0.04	0.04	—	0.04	—	1,300	1,300	0.05	0.01	—	1,305
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.28	1.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	215	215	0.01	< 0.005	—	216
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.21	0.16	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.2	37.2	0.01	0.01	0.04	39.2
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.02	0.01	0.22	0.17	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	37.7	37.7	0.01	0.01	< 0.005	39.7
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	0.01	0.01	0.12	0.09	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	20.8	20.8	< 0.005	< 0.005	0.01	21.8
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.44	3.44	< 0.005	< 0.005	< 0.005	3.62
Hauling	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	0.00

3.17. Alley Improvements, Curb/Gutter, and Pave - Area 4 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.38	3.56	4.97	0.01	0.16	—	0.16	0.15	—	0.15	—	755	755	0.03	0.01	—	758
Paving	0.73	0.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.7	51.7	< 0.005	< 0.005	—	51.9
Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.56	8.56	< 0.005	< 0.005	—	8.59
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.56	3.56	< 0.005	< 0.005	< 0.005	3.76
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.25	0.25	< 0.005	< 0.005	< 0.005	0.26

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Hauling	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	0.00

3.18. Alley Improvements, Curb/Gutter, and Pave - Area 4 (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.97	5.30	0.01	0.01	—	0.01	0.01	—	0.01	—	755	755	0.03	0.01	—	758
Paving	0.73	0.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.7	51.7	< 0.005	< 0.005	—	51.9
Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	< 0.005	< 0.005	0.01	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.56	8.56	< 0.005	< 0.005	—	8.59
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.56	3.56	< 0.005	< 0.005	< 0.005	3.76
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.25	0.25	< 0.005	< 0.005	< 0.005	0.26
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Hauling	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	0.00

3.19. Architectural Coating - Production Homes (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.08	1.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.08	1.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.23	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.0	38.0	< 0.005	< 0.005	—	38.1
Architectural Coatings	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.29	6.29	< 0.005	< 0.005	—	6.31
Architectural Coatings	0.22	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.20. Architectural Coating - Production Homes (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.18	0.27	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.0	38.0	< 0.005	< 0.005	—	38.1

Architect Coatings	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.29	6.29	< 0.005	< 0.005	—	6.31
Architectural Coatings	0.22	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.21. Architectural Coating - Production Homes (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.06	1.48	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.06	1.48	< 0.005	0.02	—	0.02	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.71	1.00	< 0.005	0.01	—	0.01	0.01	—	0.01	—	120	120	< 0.005	< 0.005	—	121
Architectural Coatings	3.87	3.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.9	19.9	< 0.005	< 0.005	—	20.0
Architectural Coatings	0.71	0.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.22. Architectural Coating - Production Homes (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.74	5.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.58	0.87	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	120	120	< 0.005	< 0.005	—	121
Architectural Coatings	3.87	3.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.11	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.9	19.9	< 0.005	< 0.005	—	20.0
Architectural Coatings	0.71	0.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.23. Architectural Coating - Model Homes (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.14	1.51	< 0.005	0.03	—	0.03	0.03	—	0.03	—	178	178	0.01	< 0.005	—	179

Architect Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.09	2.09	< 0.005	< 0.005	—	2.10
Architectural Coatings	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.35	0.35	< 0.005	< 0.005	—	0.35
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.24. Architectural Coating - Model Homes (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.09	2.09	< 0.005	< 0.005	—	2.10
Architectural Coatings	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.35	0.35	< 0.005	< 0.005	—	0.35
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.25. Architectural Coating - Model Homes (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.11	1.50	< 0.005	0.03	—	0.03	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.11	1.50	< 0.005	0.03	—	0.03	0.02	—	0.02	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.32	0.43	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.6	51.6	< 0.005	< 0.005	—	51.7
Architectural Coatings	1.65	1.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.54	8.54	< 0.005	< 0.005	—	8.57
Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.26. Architectural Coating - Model Homes (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.03	0.03	0.86	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Architectural Coatings	5.71	5.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.25	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.6	51.6	< 0.005	< 0.005	—	51.7
Architectural Coatings	1.65	1.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.54	8.54	< 0.005	< 0.005	—	8.57
Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.27. Infrastructure Work - Area 4 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.46	0.66	< 0.005	0.02	—	0.02	0.01	—	0.01	—	97.4	97.4	< 0.005	< 0.005	—	97.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.13	7.13	< 0.005	< 0.005	0.01	7.51
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00

Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	< 0.005	7.57
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.22	1.22	< 0.005	< 0.005	< 0.005	1.28
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.20	0.20	< 0.005	< 0.005	< 0.005	0.21
Hauling	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	0.00

3.28. Infrastructure Work - Area 4 (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	1.61	6.03	0.01	0.02	—	0.02	0.02	—	0.02	—	864	864	0.04	0.01	—	867
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	1.61	6.03	0.01	0.02	—	0.02	0.02	—	0.02	—	864	864	0.04	0.01	—	867

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.27	1.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	147	147	0.01	< 0.005	—	147
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.3	24.3	< 0.005	< 0.005	—	24.4
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.13	7.13	< 0.005	< 0.005	0.01	7.51
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	< 0.005	7.57
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.22	1.22	< 0.005	< 0.005	< 0.005	1.28

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.20	0.20	< 0.005	< 0.005	< 0.005	0.21
Hauling	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	0.00

3.29. Infrastructure Work - Area 1 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	2.73	3.91	0.01	0.10	—	0.10	0.09	—	0.09	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.65	0.93	< 0.005	0.02	—	0.02	0.02	—	0.02	—	136	136	0.01	< 0.005	—	136

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.13	7.13	< 0.005	< 0.005	0.01	7.51
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	< 0.005	7.57
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.69	1.69	< 0.005	< 0.005	< 0.005	1.78
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.28	0.28	< 0.005	< 0.005	< 0.005	0.30
Hauling	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	0.00

3.30. Infrastructure Work - Area 1 (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	1.61	6.03	0.01	0.02	—	0.02	0.02	—	0.02	—	864	864	0.04	0.01	—	867
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	1.61	6.03	0.01	0.02	—	0.02	0.02	—	0.02	—	864	864	0.04	0.01	—	867
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.38	1.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	205	205	0.01	< 0.005	—	205
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.07	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.9	33.9	< 0.005	< 0.005	—	34.0

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.13	7.13	< 0.005	< 0.005	0.01	7.51
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	< 0.005	7.57
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.69	1.69	< 0.005	< 0.005	< 0.005	1.78
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.28	0.28	< 0.005	< 0.005	< 0.005	0.30
Hauling	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	0.00

3.31. Infrastructure Work - Area 1 (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.09	7.09	< 0.005	< 0.005	< 0.005	7.46

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.20
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Hauling	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	0.00

3.32. Infrastructure Work - Area 1 (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	1.61	6.03	0.01	0.02	—	0.02	0.02	—	0.02	—	864	864	0.04	0.01	—	867
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.7	23.7	< 0.005	< 0.005	—	23.8

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.92	3.92	< 0.005	< 0.005	—	3.93
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.09	7.09	< 0.005	< 0.005	< 0.005	7.46
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.20
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Hauling	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	0.00

3.33. Infrastructure - Areas 2 and 3 (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.67	3.92	0.01	0.09	—	0.09	0.08	—	0.08	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.63	0.93	< 0.005	0.02	—	0.02	0.02	—	0.02	—	136	136	0.01	< 0.005	—	136
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.02	7.02	< 0.005	< 0.005	0.01	7.40
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.09	7.09	< 0.005	< 0.005	< 0.005	7.46
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.67	1.67	< 0.005	< 0.005	< 0.005	1.76
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.28	0.28	< 0.005	< 0.005	< 0.005	0.29
Hauling	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	0.00

3.34. Infrastructure - Areas 2 and 3 (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.10	0.10	1.61	6.03	0.01	0.02	—	0.02	0.02	—	0.02	—	864	864	0.04	0.01	—	867
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	1.61	6.03	0.01	0.02	—	0.02	0.02	—	0.02	—	864	864	0.04	0.01	—	867
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.38	1.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	205	205	0.01	< 0.005	—	205
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.07	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.9	33.9	< 0.005	< 0.005	—	34.0
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.02	7.02	< 0.005	< 0.005	0.01	7.40
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.09	7.09	< 0.005	< 0.005	< 0.005	7.46
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.67	1.67	< 0.005	< 0.005	< 0.005	1.76
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.28	0.28	< 0.005	< 0.005	< 0.005	0.29
Hauling	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	0.00

3.35. Infrastructure - Areas 2 and 3 (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.61	3.92	0.01	0.08	—	0.08	0.07	—	0.07	—	574	574	0.02	< 0.005	—	576
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.97	6.97	< 0.005	< 0.005	< 0.005	7.34
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.20
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Hauling	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	0.00

3.36. Infrastructure - Areas 2 and 3 (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	1.61	6.03	0.01	0.02	—	0.02	0.02	—	0.02	—	864	864	0.04	0.01	—	867
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.7	23.7	< 0.005	< 0.005	—	23.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.92	3.92	< 0.005	< 0.005	—	3.93
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.97	6.97	< 0.005	< 0.005	< 0.005	7.34
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.20
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Hauling	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	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Curb/Gutter and Pave - Area 1	Site Preparation	1/14/2027	3/1/2027	5.00	33.0	—
Curb/Gutter and Pave - Areas 2 and 3	Site Preparation	1/18/2028	3/2/2028	5.00	33.0	—
Grading	Grading	1/1/2026	9/3/2026	5.00	176	—
Building Construction - Model Homes	Building Construction	6/17/2026	4/20/2027	5.00	220	—
Building Construction - Production Homes	Building Construction	4/20/2027	10/11/2029	5.00	648	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	Paving	5/13/2026	6/16/2026	5.00	25.0	—
Architectural Coating - Production Homes	Architectural Coating	9/14/2028	12/11/2029	5.00	324	—
Architectural Coating - Model Homes	Architectural Coating	12/26/2026	5/28/2027	5.00	110	—
Infrastructure Work - Area 4	Trenching	2/18/2026	5/14/2026	5.00	62.0	—
Infrastructure Work - Area 1	Trenching	9/2/2026	1/14/2027	5.00	97.0	—
Infrastructure - Areas 2 and 3	Trenching	9/2/2027	1/14/2028	5.00	97.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Curb/Gutter and Pave - Area 1	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Area 1	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Area 1	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Curb/Gutter and Pave - Areas 2 and 3	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Areas 2 and 3	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Areas 2 and 3	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Grading	Crushing/Proc. Equipment	Gasoline	Average	1.00	8.00	12.0	0.85
Building Construction - Model Homes	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction - Model Homes	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction - Model Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction - Model Homes	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction - Model Homes	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction - Production Homes	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction - Production Homes	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction - Production Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction - Production Homes	Tractors/Loaders/Back	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction - Production Homes	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Alley Improvements, Curb/Gutter, and Pave - Area 4	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Alley Improvements, Curb/Gutter, and Pave - Area 4	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Alley Improvements, Curb/Gutter, and Pave - Area 4	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Architectural Coating - Production Homes	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Architectural Coating - Model Homes	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Infrastructure Work - Area 4	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 4	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure Work - Area 4	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure Work - Area 1	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure - Areas 2 and 3	Rollers	Diesel	Average	1.00	8.00	36.0	0.38

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Curb/Gutter and Pave - Area 1	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Area 1	Paving Equipment	Diesel	Tier 4 Final	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Area 1	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Curb/Gutter and Pave - Areas 2 and 3	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Curb/Gutter and Pave - Areas 2 and 3	Paving Equipment	Diesel	Tier 4 Final	1.00	8.00	89.0	0.36
Curb/Gutter and Pave - Areas 2 and 3	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	4.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Tier 4 Final	4.00	8.00	87.0	0.43
Grading	Crushing/Proc. Equipment	Gasoline	Average	1.00	8.00	12.0	0.85
Building Construction - Model Homes	Cranes	Diesel	Tier 4 Final	1.00	8.00	367	0.29
Building Construction - Model Homes	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction - Model Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction - Model Homes	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction - Model Homes	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Building Construction - Production Homes	Cranes	Diesel	Tier 4 Final	1.00	8.00	367	0.29

Building Construction - Production Homes	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction - Production Homes	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction - Production Homes	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction - Production Homes	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Alley Improvements, Curb/Gutter, and Pave - Area 4	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Alley Improvements, Curb/Gutter, and Pave - Area 4	Paving Equipment	Diesel	Tier 4 Final	1.00	8.00	89.0	0.36
Alley Improvements, Curb/Gutter, and Pave - Area 4	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Architectural Coating - Production Homes	Air Compressors	Diesel	Tier 4 Final	1.00	8.00	37.0	0.48
Architectural Coating - Model Homes	Air Compressors	Diesel	Tier 4 Final	1.00	8.00	37.0	0.48
Infrastructure Work - Area 4	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Infrastructure Work - Area 4	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Infrastructure Work - Area 4	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Infrastructure Work - Area 1	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Infrastructure Work - Area 1	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Infrastructure - Areas 2 and 3	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38

Infrastructure - Areas 2 and 3	Tractors/Loaders/Back	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Infrastructure - Areas 2 and 3	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	0.00	0.25	LDA,LDT1,LDT2
Grading	Vendor	4.00	0.25	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	13.0	0.25	HHDT
Curb/Gutter and Pave - Area 1	—	—	—	—
Curb/Gutter and Pave - Area 1	Worker	0.00	0.25	LDA,LDT1,LDT2
Curb/Gutter and Pave - Area 1	Vendor	2.00	0.25	HHDT,MHDT
Curb/Gutter and Pave - Area 1	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Area 1	Onsite truck	0.00	0.00	HHDT
Curb/Gutter and Pave - Areas 2 and 3	—	—	—	—
Curb/Gutter and Pave - Areas 2 and 3	Worker	0.00	0.25	LDA,LDT1,LDT2
Curb/Gutter and Pave - Areas 2 and 3	Vendor	2.00	0.25	HHDT,MHDT
Curb/Gutter and Pave - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT
Building Construction - Model Homes	—	—	—	—
Building Construction - Model Homes	Worker	0.00	0.25	LDA,LDT1,LDT2

Building Construction - Model Homes	Vendor	2.00	0.25	HHDT,MHDT
Building Construction - Model Homes	Hauling	0.00	20.0	HHDT
Building Construction - Model Homes	Onsite truck	0.00	0.00	HHDT
Building Construction - Production Homes	—	—	—	—
Building Construction - Production Homes	Worker	0.00	0.25	LDA,LDT1,LDT2
Building Construction - Production Homes	Vendor	22.0	0.25	HHDT,MHDT
Building Construction - Production Homes	Hauling	0.00	20.0	HHDT
Building Construction - Production Homes	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Production Homes	—	—	—	—
Architectural Coating - Production Homes	Worker	0.00	0.25	LDA,LDT1,LDT2
Architectural Coating - Production Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Production Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Production Homes	Onsite truck	0.00	0.00	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	—	—	—	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	Worker	0.00	0.25	LDA,LDT1,LDT2
Alley Improvements, Curb/Gutter, and Pave - Area 4	Vendor	2.00	0.25	HHDT,MHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Hauling	0.00	20.0	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Model Homes	—	—	—	—

Architectural Coating - Model Homes	Worker	0.00	0.25	LDA,LDT1,LDT2
Architectural Coating - Model Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Model Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Model Homes	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 4	—	—	—	—
Infrastructure Work - Area 4	Worker	0.00	0.25	LDA,LDT1,LDT2
Infrastructure Work - Area 4	Vendor	4.00	0.25	HHDT,MHDT
Infrastructure Work - Area 4	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 4	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 1	—	—	—	—
Infrastructure Work - Area 1	Worker	0.00	0.25	LDA,LDT1,LDT2
Infrastructure Work - Area 1	Vendor	4.00	0.25	HHDT,MHDT
Infrastructure Work - Area 1	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 1	Onsite truck	0.00	0.00	HHDT
Infrastructure - Areas 2 and 3	—	—	—	—
Infrastructure - Areas 2 and 3	Worker	0.00	0.25	LDA,LDT1,LDT2
Infrastructure - Areas 2 and 3	Vendor	4.00	0.25	HHDT,MHDT
Infrastructure - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Infrastructure - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	0.00	0.25	LDA,LDT1,LDT2
Grading	Vendor	4.00	0.25	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	13.0	0.25	HHDT
Curb/Gutter and Pave - Area 1	—	—	—	—

Curb/Gutter and Pave - Area 1	Worker	0.00	0.25	LDA,LDT1,LDT2
Curb/Gutter and Pave - Area 1	Vendor	2.00	0.25	HHDT,MHDT
Curb/Gutter and Pave - Area 1	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Area 1	Onsite truck	0.00	0.00	HHDT
Curb/Gutter and Pave - Areas 2 and 3	—	—	—	—
Curb/Gutter and Pave - Areas 2 and 3	Worker	0.00	0.25	LDA,LDT1,LDT2
Curb/Gutter and Pave - Areas 2 and 3	Vendor	2.00	0.25	HHDT,MHDT
Curb/Gutter and Pave - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Curb/Gutter and Pave - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT
Building Construction - Model Homes	—	—	—	—
Building Construction - Model Homes	Worker	0.00	0.25	LDA,LDT1,LDT2
Building Construction - Model Homes	Vendor	2.00	0.25	HHDT,MHDT
Building Construction - Model Homes	Hauling	0.00	20.0	HHDT
Building Construction - Model Homes	Onsite truck	0.00	0.00	HHDT
Building Construction - Production Homes	—	—	—	—
Building Construction - Production Homes	Worker	0.00	0.25	LDA,LDT1,LDT2
Building Construction - Production Homes	Vendor	22.0	0.25	HHDT,MHDT
Building Construction - Production Homes	Hauling	0.00	20.0	HHDT
Building Construction - Production Homes	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Production Homes	—	—	—	—
Architectural Coating - Production Homes	Worker	0.00	0.25	LDA,LDT1,LDT2

Architectural Coating - Production Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Production Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Production Homes	Onsite truck	0.00	0.00	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	—	—	—	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	Worker	0.00	0.25	LDA,LDT1,LDT2
Alley Improvements, Curb/Gutter, and Pave - Area 4	Vendor	2.00	0.25	HHDT,MHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Hauling	0.00	20.0	HHDT
Alley Improvements, Curb/Gutter, and Pave - Area 4	Onsite truck	0.00	0.00	HHDT
Architectural Coating - Model Homes	—	—	—	—
Architectural Coating - Model Homes	Worker	0.00	0.25	LDA,LDT1,LDT2
Architectural Coating - Model Homes	Vendor	0.00	10.2	HHDT,MHDT
Architectural Coating - Model Homes	Hauling	0.00	20.0	HHDT
Architectural Coating - Model Homes	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 4	—	—	—	—
Infrastructure Work - Area 4	Worker	0.00	0.25	LDA,LDT1,LDT2
Infrastructure Work - Area 4	Vendor	4.00	0.25	HHDT,MHDT
Infrastructure Work - Area 4	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 4	Onsite truck	0.00	0.00	HHDT
Infrastructure Work - Area 1	—	—	—	—
Infrastructure Work - Area 1	Worker	0.00	0.25	LDA,LDT1,LDT2
Infrastructure Work - Area 1	Vendor	4.00	0.25	HHDT,MHDT
Infrastructure Work - Area 1	Hauling	0.00	20.0	HHDT
Infrastructure Work - Area 1	Onsite truck	0.00	0.00	HHDT

Infrastructure - Areas 2 and 3	—	—	—	—
Infrastructure - Areas 2 and 3	Worker	0.00	0.25	LDA,LDT1,LDT2
Infrastructure - Areas 2 and 3	Vendor	4.00	0.25	HHDT,MHDT
Infrastructure - Areas 2 and 3	Hauling	0.00	20.0	HHDT
Infrastructure - Areas 2 and 3	Onsite truck	0.00	0.00	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating - Model Homes	184,373	61,458	0.00	0.00	12,525
Architectural Coating - Production Homes	545,890	181,963	0.00	0.00	37,084

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Curb/Gutter and Pave - Area 1	0.00	0.00	0.00	0.00	—
Curb/Gutter and Pave - Areas 2 and 3	0.00	0.00	0.00	0.00	—
Grading	0.00	0.00	1,144	0.00	—
Alley Improvements, Curb/Gutter, and Pave - Area 4	0.00	0.00	0.00	0.00	19.7

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Condo/Townhouse	—	0%
Single Family Housing	0.75	0%
City Park	0.00	0%
Parking Lot	0.98	100%
Other Non-Asphalt Surfaces	12.0	0%
Other Asphalt Surfaces	6.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	532	0.03	< 0.005
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit

Temperature and Extreme Heat	18.2	annual days of extreme heat
Extreme Precipitation	6.10	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	2.73	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	74.1
AQ-PM	90.7
AQ-DPM	90.7
Drinking Water	86.0
Lead Risk Housing	80.2
Pesticides	67.1
Toxic Releases	68.2

Traffic	77.4
Effect Indicators	—
CleanUp Sites	88.8
Groundwater	48.6
Haz Waste Facilities/Generators	95.4
Impaired Water Bodies	51.2
Solid Waste	0.00
Sensitive Population	—
Asthma	75.9
Cardio-vascular	67.9
Low Birth Weights	63.9
Socioeconomic Factor Indicators	—
Education	73.4
Housing	79.3
Linguistic	68.2
Poverty	73.2
Unemployment	89.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	40.49788272
Employed	22.3662261
Median HI	40.39522649
Education	—
Bachelor's or higher	52.22635699
High school enrollment	100

Preschool enrollment	56.64057487
Transportation	—
Auto Access	88.68215065
Active commuting	15.7577313
Social	—
2-parent households	42.98729629
Voting	8.122674195
Neighborhood	—
Alcohol availability	60.97780059
Park access	23.71358912
Retail density	97.36943411
Supermarket access	46.54176825
Tree canopy	15.98870781
Housing	—
Homeownership	43.62889773
Housing habitability	32.27255229
Low-inc homeowner severe housing cost burden	57.57731297
Low-inc renter severe housing cost burden	34.98011036
Uncrowded housing	21.62196843
Health Outcomes	—
Insured adults	19.41485949
Arthritis	95.2
Asthma ER Admissions	37.1
High Blood Pressure	95.6
Cancer (excluding skin)	91.6
Asthma	69.3
Coronary Heart Disease	90.3
Chronic Obstructive Pulmonary Disease	89.8

Diagnosed Diabetes	67.4
Life Expectancy at Birth	28.5
Cognitively Disabled	72.6
Physically Disabled	74.5
Heart Attack ER Admissions	50.3
Mental Health Not Good	48.5
Chronic Kidney Disease	85.5
Obesity	48.4
Pedestrian Injuries	75.9
Physical Health Not Good	56.1
Stroke	88.3
Health Risk Behaviors	—
Binge Drinking	20.5
Current Smoker	56.8
No Leisure Time for Physical Activity	54.5
Climate Change Exposures	—
Wildfire Risk	7.7
SLR Inundation Area	0.0
Children	27.6
Elderly	93.7
English Speaking	33.7
Foreign-born	72.0
Outdoor Workers	31.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	71.6
Traffic Density	61.5
Traffic Access	48.6
Other Indices	—

Hardship	59.5
Other Decision Support	—
2016 Voting	11.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	98.0
Healthy Places Index Score for Project Location (b)	33.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Construction would include: duplex 94 units 134,420 SF, cluster 68 units 121,924 SF, towns 66 units 104,280 SF. 109 parking spaces. 6.42 acres of street. City park (1.02-acres). 35.98 total acres.
Construction: Construction Phases	Construction assumed to begin January 2026 to December 2029.
Construction: Off-Road Equipment	Updated per applicant.

Operations: Vehicle Data	City Park used to represent Rec Area thus no vehicle trips assumed. Updated trip rates per traffic analysis.
Operations: Hearths	No wood-burning or natural gas hearths or stoves.
Construction: Trips and VMT	Updated per applicant. Assume 0.25 trip length and only assume trucks trips for con HRA.
Construction: Dust From Material Movement	No material exported or imported.

```
↑ *** AERMOD - VERSION 21112  ***   *** C:\Lakes\AERMOD
View\Elephant_Hill_Res_Project\Elephant_Hill_Res_Pro ***        02/24/23
 *** AERMET - VERSION  16216 ***   ***
                       ***        10:09:48

                                  PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                            ***     MODEL SETUP OPTIONS SUMMARY
 ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for   606 Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =   9818605.0 ;  Urban Roughness Length =  1.000 m

 **Model Uses Regulatory DEFAULT Options:
         1. Stack-tip Downwash.
         2. Model Accounts for ELEVated Terrain Effects.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
         ADJ_U*   - Use ADJ_U* option for SBL in AERMET
         CCVR_Sub - Meteorological data includes CCVR substitutions
         TEMP_Sub - Meteorological data includes TEMP substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  PM_10

 **Model Calculates  1 Short Term Average(s) of:   1-HR
     and Calculates PERIOD Averages

 **This Run Includes:    606 Source(s);       1 Source Group(s); and     657
Receptor(s)

                with:      0 POINT(s), including
                           0 POINTCAP(s) and      0 POINTHOR(s)
```

```
                and:    606 VOLUME source(s)
                and:      0 AREA type source(s)
                and:      0 LINE source(s)
                and:      0 RLINE/RLINEXT source(s)
                and:      0 OPENPIT source(s)
                and:      0 BUOYANT LINE source(s) with a total of     0 line(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  16216

 **Output Options Selected:
         Model Outputs Tables of PERIOD Averages by Receptor
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE
Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE
Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE
Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and
Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   198.00 ;  Decay
Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                                 ;
Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      5.2 MB of RAM.

 **Input Runstream File:          aermod.inp

 **Output Print File:             aermod.out


 **Detailed Error/Message File:   Elephant_Hill_Res_Project.err

 **File for Summary of Results:   Elephant_Hill_Res_Project.sum

 *** AERMOD - VERSION 21112  ***   *** C:\Lakes\AERMOD
View\Elephant_Hill_Res_Project\Elephant_Hill_Res_Pro ***        02/24/23
 *** AERMET - VERSION  16216 ***   ***
                       ***        10:09:48

                                  PAGE   2
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
```

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***

(1=YES; 0=NO)

```
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
```

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***

(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: P:\300.Environmental\13105 City of Pomona Planning On-Call\03 Task Orders\02_Ele Met Version: 16216
Profile file: P:\300.Environmental\13105 City of Pomona Planning On-Call\03 Task Orders\02_Ele
Surface format: FREE

Profile format: FREE

Surface station no.: 3179 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN

Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-2.3	0.067	-9.000	-9.000	-999.	41.	11.2	0.09	0.74	1.00	0.73	313.	7.9	279.2	2.0
12	01	01	1	02	-2.7	0.070	-9.000	-9.000	-999.	44.	11.3	0.09	0.74	1.00	0.80	342.	7.9	280.9	2.0
12	01	01	1	03	-5.6	0.098	-9.000	-9.000	-999.	73.	14.7	0.09	0.74	1.00	1.20	9.	7.9	281.4	2.0
12	01	01	1	04	-3.5	0.078	-9.000	-9.000	-999.	52.	11.9	0.09	0.74	1.00	0.94	21.	7.9	282.0	2.0
12	01	01	1	05	-8.4	0.119	-9.000	-9.000	-999.	99.	18.1	0.09	0.74	1.00	1.45	353.	7.9	279.9	2.0
12	01	01	1	06	-7.6	0.113	-9.000	-9.000	-999.	91.	17.0	0.09	0.74	1.00	1.38	325.	7.9	277.5	2.0
12	01	01	1	07	-8.0	0.117	-9.000	-9.000	-999.	96.	17.7	0.09	0.74	1.00	1.42	313.	7.9	281.4	2.0
12	01	01	1	08	-5.2	0.101	-9.000	-9.000	-999.	77.	17.5	0.09	0.74	0.53	1.23	19.	7.9	280.9	2.0
12	01	01	1	09	23.2	0.117	0.267	0.012	29.	97.	-6.2	0.09	0.74	0.31	0.96	318.	7.9	287.5	2.0
12	01	01	1	10	65.2	0.101	0.531	0.014	82.	77.	-1.4	0.09	0.74	0.24	0.63	244.	7.9	291.4	2.0
12	01	01	1	11	95.5	0.162	0.778	0.008	176.	156.	-4.0	0.09	0.74	0.21	1.23	91.	7.9	296.4	2.0
12	01	01	1	12	110.8	0.197	1.018	0.005	338.	209.	-6.1	0.09	0.74	0.20	1.60	90.	7.9	299.9	2.0
12	01	01	1	13	110.5	0.229	1.184	0.005	534.	262.	-9.6	0.09	0.74	0.20	1.98	92.	7.9	302.0	2.0
12	01	01	1	14	94.6	0.185	1.215	0.005	674.	191.	-5.9	0.09	0.74	0.21	1.50	73.	7.9	303.1	2.0
12	01	01	1	15	68.6	0.187	1.184	0.005	858.	194.	-8.4	0.09	0.74	0.25	1.59	64.	7.9	303.1	2.0
12	01	01	1	16	24.9	0.255	0.862	0.005	911.	308.	-58.8	0.09	0.74	0.34	2.61	92.	7.9	300.4	2.0
12	01	01	1	17	-13.7	0.168	-9.000	-9.000	-999.	168.	31.1	0.09	0.74	0.62	1.98	107.	7.9	295.4	2.0
12	01	01	1	18	-26.7	0.279	-9.000	-9.000	-999.	354.	85.6	0.09	0.74	1.00	3.22	134.	7.9	291.4	2.0
12	01	01	1	19	-8.0	0.118	-9.000	-9.000	-999.	120.	18.2	0.09	0.74	1.00	1.43	37.	7.9	290.4	2.0
12	01	01	1	20	-7.7	0.115	-9.000	-9.000	-999.	94.	17.6	0.09	0.74						

```
1.00    1.40   49.    7.9  287.0    2.0
 12 01 01   1 21   -9.7  0.130 -9.000 -9.000 -999.  113.     20.2  0.09   0.74
1.00    1.57   26.    7.9  288.8    2.0
 12 01 01   1 22   -4.8  0.090 -9.000 -9.000 -999.   65.     13.6  0.09   0.74
1.00    1.11   56.    7.9  284.9    2.0
 12 01 01   1 23  -11.5  0.141 -9.000 -9.000 -999.  127.     21.9  0.09   0.74
1.00    1.69   36.    7.9  282.0    2.0
 12 01 01   1 24  -16.9  0.172 -9.000 -9.000 -999.  171.     32.4  0.09   0.74
1.00    2.03   33.    7.9  279.9    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
 12 01 01 01    7.9 1  313.    0.73   279.3   99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
 *** AERMOD - VERSION 21112  ***   *** C:\Lakes\AERMOD
View\Elephant_Hill_Res_Project\Elephant_Hill_Res_Pro ***        02/24/23
 *** AERMET - VERSION  16216 ***   ***
                       ***        10:09:48

                                   PAGE   4
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        *** THE SUMMARY OF MAXIMUM PERIOD ( 43848
HRS) RESULTS ***


                                    ** CONC OF PM_10    IN MICROGRAMS/M**3
             **


                      NETWORK
GROUP ID                     AVERAGE CONC               RECEPTOR  (XR, YR, ZELEV,
ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - -

ALL       1ST HIGHEST VALUE IS     12.71241 AT (  426503.34,  3767850.17,   268.88,
  420.67,    0.00)  DC
          2ND HIGHEST VALUE IS     12.14859 AT (  426466.62,  3767820.60,   269.03,
  420.67,    0.00)  DC
          3RD HIGHEST VALUE IS     11.85759 AT (  426538.48,  3767876.83,   267.56,
  420.67,    0.00)  DC
          4TH HIGHEST VALUE IS     10.69001 AT (  426432.84,  3767793.47,   269.53,
  420.67,    0.00)  DC
          5TH HIGHEST VALUE IS      8.18890 AT (  426491.54,  3767807.97,   269.27,
  420.67,    0.00)  DC
          6TH HIGHEST VALUE IS      6.42988 AT (  426768.14,  3768009.09,   249.68,
  420.67,    0.00)  DC
```

```
         7TH HIGHEST VALUE IS       4.72825 AT (  426491.54,  3767757.97,   270.62,
  420.67,    0.00)  DC
         8TH HIGHEST VALUE IS       4.58679 AT (  426806.27,  3768032.84,   248.15,
  420.67,    0.00)  DC
         9TH HIGHEST VALUE IS       3.92627 AT (  426391.54,  3767707.97,   281.40,
  420.67,    0.00)  DC
        10TH HIGHEST VALUE IS       3.29271 AT (  426841.54,  3768057.97,   247.48,
  420.67,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```

```
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                                *** THE SUMMARY OF HIGHEST  1-HR
RESULTS ***


                                   ** CONC OF PM_10    IN MICROGRAMS/M**3
             **

                                                        DATE
                                        NETWORK
GROUP ID                              AVERAGE CONC     (YYMMDDHH)             RECEPTOR
(XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS     318.72550  ON 12121208: AT (  426466.62,
3767820.60,   269.03,   420.67,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```

```
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

*** Message Summary : AERMOD Model Execution ***

 --------- Summary of Total Messages --------

A Total of            0 Fatal Error Message(s)
A Total of            2 Warning Message(s)
A Total of         1279 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of          917 Calm Hours Identified

A Total of          362 Missing Hours Identified (  0.83 Percent)


   ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


   ********   WARNING MESSAGES   ********
ME W186   30446       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used
    0.50
ME W187   30446       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
```

Elephant Hill Project

Construction HRA

Project Construction Emissions

	Unmitigated	Mitigated
Year	**DPM tons/year**	**DPM tons/year**
2026	0.1507	0.0757
2027	0.0809	0.0108
2028	0.0331	0.0100
2029	0.0235	0.0078
Total	**0.288**	**0.104**
Total Lbs	**576.255**	**208.417**
Lbs/year	**146.439**	**52.964**
Lbs/hour	**0.07**	**0.0253**

			Start	End	Days
Conversions:			1/1/2026	12/13/2029	1031
1 ton =	2,000	lb		Total Days	**1031**

Construction =	8	hours/day	Project Construction:	1031	days
	2096	hours/year		3.94	years
	262	days/year			
	12	months			

AERMOD Assumptions

Source Name	Description	No. of Vol. Sources	Emission Rate g/s	Release Height m	Plume Height m	Plume Width m
PAREA1	Construction	40	1.00	5.00	10.00	9.00

Receptor Grid

Name	Grid Size	Spacing
UCART1	1 km x 1 km	20 m

Meteorological Data

Station Name	Years	Lat	Long	Elev (m)
Chino Airport	2012-2016	33.98	-117.62	198

Source: http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance#AERMOD

Population

County	Population
Los Angeles	9,818,605

Source: https://www.census.gov/quickfacts/fact/table/losangelescountycalifornia,CA/PST045221

Other Model Assumption

Terrain Data	NED 1
Lakes Version	10.2.0
AERMOD Version	19191

Unmitigated

Receptor	*RecID - 409*
Cancer	11.1820
Chronic	0.0054

Mitgated

Receptor	*RecID - 409*
Cancer	4.0441
Chronic	0.0019

*HARP - HRACalc v22118 5/29/2025 2:51:36 PM - Cancer Risk - Input File: C:\Users\imcintire\Desktop\HARP2\ELEPHANT_HILL_RES_PROJECT_UNMIT\hra\Elephant_Hill_Res_Unmit_V3_HRAInput.hra

REC	GRP	NETID	X	Y	RISK_SUM	SCENARIO
409	ALL		426503.3	3767850	1.12E-05	3.94YrCancerDerived_Inh_FAH16to70
657	ALL		426466.6	3767821	1.07E-05	3.94YrCancerDerived_Inh_FAH16to70
410	ALL		426538.5	3767877	1.04E-05	3.94YrCancerDerived_Inh_FAH16to70
396	ALL		426432.8	3767793	9.40E-06	3.94YrCancerDerived_Inh_FAH16to70
397	ALL		426491.5	3767808	7.20E-06	3.94YrCancerDerived_Inh_FAH16to70
656	ALL		426768.1	3768009	5.66E-06	3.94YrCancerDerived_Inh_FAH16to70
385	ALL		426491.5	3767758	4.16E-06	3.94YrCancerDerived_Inh_FAH16to70
655	ALL		426806.3	3768033	4.03E-06	3.94YrCancerDerived_Inh_FAH16to70
376	ALL		426391.5	3767708	3.45E-06	3.94YrCancerDerived_Inh_FAH16to70
465	ALL		426841.5	3768058	2.90E-06	3.94YrCancerDerived_Inh_FAH16to70
377	ALL		426441.5	3767708	2.87E-06	3.94YrCancerDerived_Inh_FAH16to70
450	ALL		426841.5	3768008	2.77E-06	3.94YrCancerDerived_Inh_FAH16to70
367	ALL		426341.5	3767658	2.33E-06	3.94YrCancerDerived_Inh_FAH16to70
368	ALL		426391.5	3767658	2.08E-06	3.94YrCancerDerived_Inh_FAH16to70
466	ALL		426891.5	3768058	2.01E-06	3.94YrCancerDerived_Inh_FAH16to70
451	ALL		426891.5	3768008	2.00E-06	3.94YrCancerDerived_Inh_FAH16to70
369	ALL		426441.5	3767658	1.84E-06	3.94YrCancerDerived_Inh_FAH16to70
436	ALL		426891.5	3767958	1.81E-06	3.94YrCancerDerived_Inh_FAH16to70
370	ALL		426491.5	3767658	1.63E-06	3.94YrCancerDerived_Inh_FAH16to70
357	ALL		426291.5	3767608	1.63E-06	3.94YrCancerDerived_Inh_FAH16to70
356	ALL		426241.5	3767608	1.61E-06	3.94YrCancerDerived_Inh_FAH16to70
358	ALL		426341.5	3767608	1.54E-06	3.94YrCancerDerived_Inh_FAH16to70
467	ALL		426941.5	3768058	1.53E-06	3.94YrCancerDerived_Inh_FAH16to70
452	ALL		426941.5	3768008	1.53E-06	3.94YrCancerDerived_Inh_FAH16to70
359	ALL		426391.5	3767608	1.43E-06	3.94YrCancerDerived_Inh_FAH16to70
480	ALL		426941.5	3768108	1.43E-06	3.94YrCancerDerived_Inh_FAH16to70
437	ALL		426941.5	3767958	1.42E-06	3.94YrCancerDerived_Inh_FAH16to70
360	ALL		426441.5	3767608	1.31E-06	3.94YrCancerDerived_Inh_FAH16to70
423	ALL		426941.5	3767908	1.27E-06	3.94YrCancerDerived_Inh_FAH16to70
468	ALL		426991.5	3768058	1.24E-06	3.94YrCancerDerived_Inh_FAH16to70
453	ALL		426991.5	3768008	1.24E-06	3.94YrCancerDerived_Inh_FAH16to70
361	ALL		426491.5	3767608	1.18E-06	3.94YrCancerDerived_Inh_FAH16to70
481	ALL		426991.5	3768108	1.18E-06	3.94YrCancerDerived_Inh_FAH16to70
438	ALL		426991.5	3767958	1.16E-06	3.94YrCancerDerived_Inh_FAH16to70
350	ALL		426291.5	3767558	1.16E-06	3.94YrCancerDerived_Inh_FAH16to70
349	ALL		426241.5	3767558	1.14E-06	3.94YrCancerDerived_Inh_FAH16to70
351	ALL		426341.5	3767558	1.12E-06	3.94YrCancerDerived_Inh_FAH16to70
348	ALL		426191.5	3767558	1.10E-06	3.94YrCancerDerived_Inh_FAH16to70
424	ALL		426991.5	3767908	1.06E-06	3.94YrCancerDerived_Inh_FAH16to70
352	ALL		426391.5	3767558	1.06E-06	3.94YrCancerDerived_Inh_FAH16to70
469	ALL		427041.5	3768058	1.03E-06	3.94YrCancerDerived_Inh_FAH16to70
454	ALL		427041.5	3768008	1.03E-06	3.94YrCancerDerived_Inh_FAH16to70
482	ALL		427041.5	3768108	9.94E-07	3.94YrCancerDerived_Inh_FAH16to70
353	ALL		426441.5	3767558	9.86E-07	3.94YrCancerDerived_Inh_FAH16to70
439	ALL		427041.5	3767958	9.78E-07	3.94YrCancerDerived_Inh_FAH16to70
411	ALL		426991.5	3767858	9.46E-07	3.94YrCancerDerived_Inh_FAH16to70
354	ALL		426491.5	3767558	9.15E-07	3.94YrCancerDerived_Inh_FAH16to70
493	ALL		427041.5	3768158	9.13E-07	3.94YrCancerDerived_Inh_FAH16to70
425	ALL		427041.5	3767908	9.00E-07	3.94YrCancerDerived_Inh_FAH16to70
470	ALL		427091.5	3768058	8.79E-07	3.94YrCancerDerived_Inh_FAH16to70
343	ALL		426291.5	3767508	8.72E-07	3.94YrCancerDerived_Inh_FAH16to70
455	ALL		427091.5	3768008	8.70E-07	3.94YrCancerDerived_Inh_FAH16to70
344	ALL		426341.5	3767508	8.64E-07	3.94YrCancerDerived_Inh_FAH16to70
342	ALL		426241.5	3767508	8.61E-07	3.94YrCancerDerived_Inh_FAH16to70
483	ALL		427091.5	3768108	8.53E-07	3.94YrCancerDerived_Inh_FAH16to70
345	ALL		426391.5	3767508	8.35E-07	3.94YrCancerDerived_Inh_FAH16to70
440	ALL		427091.5	3767958	8.32E-07	3.94YrCancerDerived_Inh_FAH16to70
341	ALL		426191.5	3767508	8.26E-07	3.94YrCancerDerived_Inh_FAH16to70
412	ALL		427041.5	3767858	8.14E-07	3.94YrCancerDerived_Inh_FAH16to70
494	ALL		427091.5	3768158	7.97E-07	3.94YrCancerDerived_Inh_FAH16to70
346	ALL		426441.5	3767508	7.89E-07	3.94YrCancerDerived_Inh_FAH16to70
426	ALL		427091.5	3767908	7.74E-07	3.94YrCancerDerived_Inh_FAH16to70
471	ALL		427141.5	3768058	7.58E-07	3.94YrCancerDerived_Inh_FAH16to70
456	ALL		427141.5	3768008	7.49E-07	3.94YrCancerDerived_Inh_FAH16to70
347	ALL		426491.5	3767508	7.45E-07	3.94YrCancerDerived_Inh_FAH16to70
484	ALL		427141.5	3768108	7.41E-07	3.94YrCancerDerived_Inh_FAH16to70
398	ALL		427041.5	3767808	7.22E-07	3.94YrCancerDerived_Inh_FAH16to70
441	ALL		427141.5	3767958	7.19E-07	3.94YrCancerDerived_Inh_FAH16to70
413	ALL		427091.5	3767858	7.06E-07	3.94YrCancerDerived_Inh_FAH16to70
495	ALL		427141.5	3768158	7.02E-07	3.94YrCancerDerived_Inh_FAH16to70
336	ALL		426291.5	3767458	6.88E-07	3.94YrCancerDerived_Inh_FAH16to70
337	ALL		426341.5	3767458	6.84E-07	3.94YrCancerDerived_Inh_FAH16to70
335	ALL		426241.5	3767458	6.80E-07	3.94YrCancerDerived_Inh_FAH16to70
427	ALL		427141.5	3767908	6.75E-07	3.94YrCancerDerived_Inh_FAH16to70
338	ALL		426391.5	3767458	6.68E-07	3.94YrCancerDerived_Inh_FAH16to70
472	ALL		427191.5	3768058	6.61E-07	3.94YrCancerDerived_Inh_FAH16to70
334	ALL		426191.5	3767458	6.59E-07	3.94YrCancerDerived_Inh_FAH16to70

457	ALL	427191.5	3768008	6.53E-07	3.94YrCancerDerived_Inh_FAH16to70
485	ALL	427191.5	3768108	6.50E-07	3.94YrCancerDerived_Inh_FAH16to70
504	ALL	427141.5	3768208	6.47E-07	3.94YrCancerDerived_Inh_FAH16to70
339	ALL	426441.5	3767458	6.40E-07	3.94YrCancerDerived_Inh_FAH16to70
399	ALL	427091.5	3767808	6.34E-07	3.94YrCancerDerived_Inh_FAH16to70
442	ALL	427191.5	3767958	6.29E-07	3.94YrCancerDerived_Inh_FAH16to70
496	ALL	427191.5	3768158	6.23E-07	3.94YrCancerDerived_Inh_FAH16to70
414	ALL	427141.5	3767858	6.20E-07	3.94YrCancerDerived_Inh_FAH16to70
340	ALL	426491.5	3767458	6.07E-07	3.94YrCancerDerived_Inh_FAH16to70
428	ALL	427191.5	3767908	5.92E-07	3.94YrCancerDerived_Inh_FAH16to70
473	ALL	427241.5	3768058	5.82E-07	3.94YrCancerDerived_Inh_FAH16to70
505	ALL	427191.5	3768208	5.82E-07	3.94YrCancerDerived_Inh_FAH16to70
486	ALL	427241.5	3768108	5.76E-07	3.94YrCancerDerived_Inh_FAH16to70
458	ALL	427241.5	3768008	5.75E-07	3.94YrCancerDerived_Inh_FAH16to70
329	ALL	426291.5	3767408	5.67E-07	3.94YrCancerDerived_Inh_FAH16to70
386	ALL	427091.5	3767758	5.62E-07	3.94YrCancerDerived_Inh_FAH16to70
400	ALL	427141.5	3767808	5.62E-07	3.94YrCancerDerived_Inh_FAH16to70
330	ALL	426341.5	3767408	5.59E-07	3.94YrCancerDerived_Inh_FAH16to70
497	ALL	427241.5	3768158	5.56E-07	3.94YrCancerDerived_Inh_FAH16to70
443	ALL	427241.5	3767958	5.55E-07	3.94YrCancerDerived_Inh_FAH16to70
415	ALL	427191.5	3767858	5.49E-07	3.94YrCancerDerived_Inh_FAH16to70
331	ALL	426391.5	3767408	5.49E-07	3.94YrCancerDerived_Inh_FAH16to70
332	ALL	426441.5	3767408	5.31E-07	3.94YrCancerDerived_Inh_FAH16to70
506	ALL	427241.5	3768208	5.26E-07	3.94YrCancerDerived_Inh_FAH16to70
429	ALL	427241.5	3767908	5.25E-07	3.94YrCancerDerived_Inh_FAH16to70
474	ALL	427291.5	3768058	5.18E-07	3.94YrCancerDerived_Inh_FAH16to70
487	ALL	427291.5	3768108	5.14E-07	3.94YrCancerDerived_Inh_FAH16to70
459	ALL	427291.5	3768008	5.11E-07	3.94YrCancerDerived_Inh_FAH16to70
333	ALL	426491.5	3767408	5.08E-07	3.94YrCancerDerived_Inh_FAH16to70
387	ALL	427141.5	3767758	5.04E-07	3.94YrCancerDerived_Inh_FAH16to70
401	ALL	427191.5	3767808	5.01E-07	3.94YrCancerDerived_Inh_FAH16to70
498	ALL	427291.5	3768158	4.99E-07	3.94YrCancerDerived_Inh_FAH16to70
444	ALL	427291.5	3767958	4.94E-07	3.94YrCancerDerived_Inh_FAH16to70
416	ALL	427241.5	3767858	4.90E-07	3.94YrCancerDerived_Inh_FAH16to70
507	ALL	427291.5	3768208	4.76E-07	3.94YrCancerDerived_Inh_FAH16to70
430	ALL	427291.5	3767908	4.70E-07	3.94YrCancerDerived_Inh_FAH16to70
475	ALL	427341.5	3768058	4.64E-07	3.94YrCancerDerived_Inh_FAH16to70
488	ALL	427341.5	3768108	4.62E-07	3.94YrCancerDerived_Inh_FAH16to70
327	ALL	426391.5	3767358	4.61E-07	3.94YrCancerDerived_Inh_FAH16to70
460	ALL	427341.5	3768008	4.58E-07	3.94YrCancerDerived_Inh_FAH16to70
388	ALL	427191.5	3767758	4.53E-07	3.94YrCancerDerived_Inh_FAH16to70
499	ALL	427341.5	3768158	4.51E-07	3.94YrCancerDerived_Inh_FAH16to70
402	ALL	427241.5	3767808	4.51E-07	3.94YrCancerDerived_Inh_FAH16to70
328	ALL	426441.5	3767358	4.49E-07	3.94YrCancerDerived_Inh_FAH16to70
445	ALL	427341.5	3767958	4.43E-07	3.94YrCancerDerived_Inh_FAH16to70
417	ALL	427291.5	3767858	4.40E-07	3.94YrCancerDerived_Inh_FAH16to70
508	ALL	427341.5	3768208	4.33E-07	3.94YrCancerDerived_Inh_FAH16to70
431	ALL	427341.5	3767908	4.23E-07	3.94YrCancerDerived_Inh_FAH16to70
476	ALL	427391.5	3768058	4.18E-07	3.94YrCancerDerived_Inh_FAH16to70
489	ALL	427391.5	3768108	4.17E-07	3.94YrCancerDerived_Inh_FAH16to70
461	ALL	427391.5	3768008	4.12E-07	3.94YrCancerDerived_Inh_FAH16to70
389	ALL	427241.5	3767758	4.11E-07	3.94YrCancerDerived_Inh_FAH16to70
500	ALL	427391.5	3768158	4.09E-07	3.94YrCancerDerived_Inh_FAH16to70
403	ALL	427291.5	3767808	4.07E-07	3.94YrCancerDerived_Inh_FAH16to70
446	ALL	427391.5	3767958	4.00E-07	3.94YrCancerDerived_Inh_FAH16to70
418	ALL	427341.5	3767858	3.98E-07	3.94YrCancerDerived_Inh_FAH16to70
509	ALL	427391.5	3768208	3.96E-07	3.94YrCancerDerived_Inh_FAH16to70
432	ALL	427391.5	3767908	3.83E-07	3.94YrCancerDerived_Inh_FAH16to70
477	ALL	427441.5	3768058	3.79E-07	3.94YrCancerDerived_Inh_FAH16to70
490	ALL	427441.5	3768108	3.79E-07	3.94YrCancerDerived_Inh_FAH16to70
513	ALL	427391.5	3768258	3.77E-07	3.94YrCancerDerived_Inh_FAH16to70
462	ALL	427441.5	3768008	3.74E-07	3.94YrCancerDerived_Inh_FAH16to70
390	ALL	427291.5	3767758	3.74E-07	3.94YrCancerDerived_Inh_FAH16to70
501	ALL	427441.5	3768158	3.74E-07	3.94YrCancerDerived_Inh_FAH16to70
378	ALL	427241.5	3767708	3.72E-07	3.94YrCancerDerived_Inh_FAH16to70
404	ALL	427341.5	3767808	3.70E-07	3.94YrCancerDerived_Inh_FAH16to70
447	ALL	427441.5	3767958	3.64E-07	3.94YrCancerDerived_Inh_FAH16to70
510	ALL	427441.5	3768208	3.63E-07	3.94YrCancerDerived_Inh_FAH16to70
419	ALL	427391.5	3767858	3.62E-07	3.94YrCancerDerived_Inh_FAH16to70
433	ALL	427441.5	3767908	3.49E-07	3.94YrCancerDerived_Inh_FAH16to70
514	ALL	427441.5	3768258	3.48E-07	3.94YrCancerDerived_Inh_FAH16to70
491	ALL	427491.5	3768108	3.46E-07	3.94YrCancerDerived_Inh_FAH16to70
478	ALL	427491.5	3768058	3.46E-07	3.94YrCancerDerived_Inh_FAH16to70
502	ALL	427491.5	3768158	3.42E-07	3.94YrCancerDerived_Inh_FAH16to70
391	ALL	427341.5	3767758	3.42E-07	3.94YrCancerDerived_Inh_FAH16to70
463	ALL	427491.5	3768008	3.41E-07	3.94YrCancerDerived_Inh_FAH16to70
379	ALL	427291.5	3767708	3.41E-07	3.94YrCancerDerived_Inh_FAH16to70
405	ALL	427391.5	3767808	3.38E-07	3.94YrCancerDerived_Inh_FAH16to70
326	ALL	426391.5	3767258	3.35E-07	3.94YrCancerDerived_Inh_FAH16to70

325	ALL	426341.5	3767258	3.35E-07	3.94YrCancerDerived_Inh_FAH16to70
511	ALL	427491.5	3768208	3.34E-07	3.94YrCancerDerived_Inh_FAH16to70
324	ALL	426291.5	3767258	3.33E-07	3.94YrCancerDerived_Inh_FAH16to70
448	ALL	427491.5	3767958	3.32E-07	3.94YrCancerDerived_Inh_FAH16to70
420	ALL	427441.5	3767858	3.31E-07	3.94YrCancerDerived_Inh_FAH16to70
515	ALL	427491.5	3768258	3.22E-07	3.94YrCancerDerived_Inh_FAH16to70
434	ALL	427491.5	3767908	3.19E-07	3.94YrCancerDerived_Inh_FAH16to70
492	ALL	427541.5	3768108	3.18E-07	3.94YrCancerDerived_Inh_FAH16to70
479	ALL	427541.5	3768058	3.17E-07	3.94YrCancerDerived_Inh_FAH16to70
503	ALL	427541.5	3768158	3.15E-07	3.94YrCancerDerived_Inh_FAH16to70
392	ALL	427391.5	3767758	3.14E-07	3.94YrCancerDerived_Inh_FAH16to70
380	ALL	427341.5	3767708	3.14E-07	3.94YrCancerDerived_Inh_FAH16to70
464	ALL	427541.5	3768008	3.13E-07	3.94YrCancerDerived_Inh_FAH16to70
406	ALL	427441.5	3767808	3.11E-07	3.94YrCancerDerived_Inh_FAH16to70
512	ALL	427541.5	3768208	3.08E-07	3.94YrCancerDerived_Inh_FAH16to70
449	ALL	427541.5	3767958	3.05E-07	3.94YrCancerDerived_Inh_FAH16to70
421	ALL	427491.5	3767858	3.04E-07	3.94YrCancerDerived_Inh_FAH16to70
516	ALL	427541.5	3768258	2.99E-07	3.94YrCancerDerived_Inh_FAH16to70
435	ALL	427541.5	3767908	2.94E-07	3.94YrCancerDerived_Inh_FAH16to70
322	ALL	426341.5	3767208	2.93E-07	3.94YrCancerDerived_Inh_FAH16to70
323	ALL	426391.5	3767208	2.92E-07	3.94YrCancerDerived_Inh_FAH16to70
321	ALL	426291.5	3767208	2.91E-07	3.94YrCancerDerived_Inh_FAH16to70
393	ALL	427441.5	3767758	2.90E-07	3.94YrCancerDerived_Inh_FAH16to70
381	ALL	427391.5	3767708	2.90E-07	3.94YrCancerDerived_Inh_FAH16to70
407	ALL	427491.5	3767808	2.87E-07	3.94YrCancerDerived_Inh_FAH16to70
371	ALL	427341.5	3767658	2.86E-07	3.94YrCancerDerived_Inh_FAH16to70
422	ALL	427541.5	3767858	2.80E-07	3.94YrCancerDerived_Inh_FAH16to70
382	ALL	427441.5	3767708	2.69E-07	3.94YrCancerDerived_Inh_FAH16to70
394	ALL	427491.5	3767758	2.69E-07	3.94YrCancerDerived_Inh_FAH16to70
372	ALL	427391.5	3767658	2.66E-07	3.94YrCancerDerived_Inh_FAH16to70
408	ALL	427541.5	3767808	2.65E-07	3.94YrCancerDerived_Inh_FAH16to70
362	ALL	427341.5	3767608	2.61E-07	3.94YrCancerDerived_Inh_FAH16to70
320	ALL	426391.5	3767158	2.59E-07	3.94YrCancerDerived_Inh_FAH16to70
319	ALL	426341.5	3767158	2.58E-07	3.94YrCancerDerived_Inh_FAH16to70
318	ALL	426291.5	3767158	2.57E-07	3.94YrCancerDerived_Inh_FAH16to70
383	ALL	427491.5	3767708	2.50E-07	3.94YrCancerDerived_Inh_FAH16to70
395	ALL	427541.5	3767758	2.50E-07	3.94YrCancerDerived_Inh_FAH16to70
373	ALL	427441.5	3767658	2.48E-07	3.94YrCancerDerived_Inh_FAH16to70
363	ALL	427391.5	3767608	2.43E-07	3.94YrCancerDerived_Inh_FAH16to70
384	ALL	427541.5	3767708	2.34E-07	3.94YrCancerDerived_Inh_FAH16to70
374	ALL	427491.5	3767658	2.32E-07	3.94YrCancerDerived_Inh_FAH16to70
311	ALL	426341.5	3767108	2.31E-07	3.94YrCancerDerived_Inh_FAH16to70
364	ALL	427441.5	3767608	2.29E-07	3.94YrCancerDerived_Inh_FAH16to70
375	ALL	427541.5	3767658	2.18E-07	3.94YrCancerDerived_Inh_FAH16to70
365	ALL	427491.5	3767608	2.15E-07	3.94YrCancerDerived_Inh_FAH16to70
312	ALL	426591.5	3767108	2.15E-07	3.94YrCancerDerived_Inh_FAH16to70
313	ALL	426641.5	3767108	2.05E-07	3.94YrCancerDerived_Inh_FAH16to70
366	ALL	427541.5	3767608	2.02E-07	3.94YrCancerDerived_Inh_FAH16to70
314	ALL	426691.5	3767108	1.93E-07	3.94YrCancerDerived_Inh_FAH16to70
299	ALL	426541.5	3767058	1.92E-07	3.94YrCancerDerived_Inh_FAH16to70
300	ALL	426591.5	3767058	1.92E-07	3.94YrCancerDerived_Inh_FAH16to70
284	ALL	426241.5	3767008	1.90E-07	3.94YrCancerDerived_Inh_FAH16to70
283	ALL	426191.5	3767008	1.88E-07	3.94YrCancerDerived_Inh_FAH16to70
301	ALL	426641.5	3767058	1.88E-07	3.94YrCancerDerived_Inh_FAH16to70
355	ALL	427541.5	3767558	1.88E-07	3.94YrCancerDerived_Inh_FAH16to70
298	ALL	426491.5	3767058	1.87E-07	3.94YrCancerDerived_Inh_FAH16to70
282	ALL	426141.5	3767008	1.85E-07	3.94YrCancerDerived_Inh_FAH16to70
302	ALL	426691.5	3767058	1.81E-07	3.94YrCancerDerived_Inh_FAH16to70
268	ALL	426291.5	3766958	1.75E-07	3.94YrCancerDerived_Inh_FAH16to70
267	ALL	426241.5	3766958	1.74E-07	3.94YrCancerDerived_Inh_FAH16to70
266	ALL	426191.5	3766958	1.72E-07	3.94YrCancerDerived_Inh_FAH16to70
303	ALL	426741.5	3767058	1.71E-07	3.94YrCancerDerived_Inh_FAH16to70
285	ALL	426491.5	3767008	1.69E-07	3.94YrCancerDerived_Inh_FAH16to70
288	ALL	426641.5	3767008	1.69E-07	3.94YrCancerDerived_Inh_FAH16to70
265	ALL	426141.5	3766958	1.69E-07	3.94YrCancerDerived_Inh_FAH16to70
286	ALL	426541.5	3767008	1.69E-07	3.94YrCancerDerived_Inh_FAH16to70
287	ALL	426591.5	3767008	1.68E-07	3.94YrCancerDerived_Inh_FAH16to70
264	ALL	426091.5	3766958	1.67E-07	3.94YrCancerDerived_Inh_FAH16to70
289	ALL	426691.5	3767008	1.66E-07	3.94YrCancerDerived_Inh_FAH16to70
304	ALL	426791.5	3767058	1.62E-07	3.94YrCancerDerived_Inh_FAH16to70
244	ALL	426241.5	3766908	1.59E-07	3.94YrCancerDerived_Inh_FAH16to70
290	ALL	426741.5	3767008	1.59E-07	3.94YrCancerDerived_Inh_FAH16to70
245	ALL	426391.5	3766908	1.59E-07	3.94YrCancerDerived_Inh_FAH16to70
243	ALL	426191.5	3766908	1.58E-07	3.94YrCancerDerived_Inh_FAH16to70
269	ALL	426491.5	3766958	1.57E-07	3.94YrCancerDerived_Inh_FAH16to70
242	ALL	426141.5	3766908	1.56E-07	3.94YrCancerDerived_Inh_FAH16to70
270	ALL	426541.5	3766958	1.56E-07	3.94YrCancerDerived_Inh_FAH16to70
246	ALL	426441.5	3766908	1.55E-07	3.94YrCancerDerived_Inh_FAH16to70
271	ALL	426591.5	3766958	1.55E-07	3.94YrCancerDerived_Inh_FAH16to70

247	ALL	426491.5	3766908	1.54E-07	3.94YrCancerDerived_Inh_FAH16to70
241	ALL	426091.5	3766908	1.53E-07	3.94YrCancerDerived_Inh_FAH16to70
272	ALL	426641.5	3766958	1.53E-07	3.94YrCancerDerived_Inh_FAH16to70
649	ALL	426442	3768873	1.52E-07	3.94YrCancerDerived_Inh_FAH16to70
648	ALL	426392	3768873	1.52E-07	3.94YrCancerDerived_Inh_FAH16to70
305	ALL	426841.5	3767058	1.52E-07	3.94YrCancerDerived_Inh_FAH16to70
650	ALL	426492	3768873	1.52E-07	3.94YrCancerDerived_Inh_FAH16to70
647	ALL	426342	3768873	1.52E-07	3.94YrCancerDerived_Inh_FAH16to70
651	ALL	426542	3768873	1.52E-07	3.94YrCancerDerived_Inh_FAH16to70
592	ALL	426191.5	3768858	1.51E-07	3.94YrCancerDerived_Inh_FAH16to70
646	ALL	426292	3768873	1.51E-07	3.94YrCancerDerived_Inh_FAH16to70
291	ALL	426791.5	3767008	1.51E-07	3.94YrCancerDerived_Inh_FAH16to70
652	ALL	426592	3768873	1.51E-07	3.94YrCancerDerived_Inh_FAH16to70
240	ALL	426041.5	3766908	1.51E-07	3.94YrCancerDerived_Inh_FAH16to70
273	ALL	426691.5	3766958	1.50E-07	3.94YrCancerDerived_Inh_FAH16to70
248	ALL	426541.5	3766908	1.50E-07	3.94YrCancerDerived_Inh_FAH16to70
653	ALL	426642	3768873	1.50E-07	3.94YrCancerDerived_Inh_FAH16to70
645	ALL	426242	3768873	1.49E-07	3.94YrCancerDerived_Inh_FAH16to70
644	ALL	425990.1	3768813	1.49E-07	3.94YrCancerDerived_Inh_FAH16to70
654	ALL	426692	3768873	1.49E-07	3.94YrCancerDerived_Inh_FAH16to70
591	ALL	426141.5	3768858	1.49E-07	3.94YrCancerDerived_Inh_FAH16to70
219	ALL	426341.5	3766858	1.48E-07	3.94YrCancerDerived_Inh_FAH16to70
218	ALL	426291.5	3766858	1.48E-07	3.94YrCancerDerived_Inh_FAH16to70
217	ALL	426241.5	3766858	1.47E-07	3.94YrCancerDerived_Inh_FAH16to70
249	ALL	426591.5	3766908	1.47E-07	3.94YrCancerDerived_Inh_FAH16to70
216	ALL	426191.5	3766858	1.46E-07	3.94YrCancerDerived_Inh_FAH16to70
221	ALL	426491.5	3766858	1.46E-07	3.94YrCancerDerived_Inh_FAH16to70
222	ALL	426541.5	3766858	1.46E-07	3.94YrCancerDerived_Inh_FAH16to70
643	ALL	425942.8	3768811	1.45E-07	3.94YrCancerDerived_Inh_FAH16to70
274	ALL	426741.5	3766958	1.45E-07	3.94YrCancerDerived_Inh_FAH16to70
590	ALL	426091.5	3768858	1.45E-07	3.94YrCancerDerived_Inh_FAH16to70
220	ALL	426441.5	3766858	1.45E-07	3.94YrCancerDerived_Inh_FAH16to70
215	ALL	426141.5	3766858	1.44E-07	3.94YrCancerDerived_Inh_FAH16to70
612	ALL	426441.5	3768908	1.43E-07	3.94YrCancerDerived_Inh_FAH16to70
611	ALL	426391.5	3768908	1.43E-07	3.94YrCancerDerived_Inh_FAH16to70
292	ALL	426841.5	3767008	1.43E-07	3.94YrCancerDerived_Inh_FAH16to70
613	ALL	426491.5	3768908	1.43E-07	3.94YrCancerDerived_Inh_FAH16to70
306	ALL	426891.5	3767058	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
610	ALL	426341.5	3768908	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
614	ALL	426541.5	3768908	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
527	ALL	425491.5	3768558	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
556	ALL	425691.5	3768708	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
520	ALL	425441.5	3768508	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
214	ALL	426091.5	3766858	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
589	ALL	426041.5	3768858	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
250	ALL	426641.5	3766908	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
223	ALL	426591.5	3766858	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
609	ALL	426291.5	3768908	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
615	ALL	426591.5	3768908	1.42E-07	3.94YrCancerDerived_Inh_FAH16to70
536	ALL	425541.5	3768608	1.41E-07	3.94YrCancerDerived_Inh_FAH16to70
642	ALL	425892.8	3768811	1.41E-07	3.94YrCancerDerived_Inh_FAH16to70
616	ALL	426641.5	3768908	1.41E-07	3.94YrCancerDerived_Inh_FAH16to70
608	ALL	426241.5	3768908	1.40E-07	3.94YrCancerDerived_Inh_FAH16to70
213	ALL	426041.5	3766858	1.40E-07	3.94YrCancerDerived_Inh_FAH16to70
617	ALL	426691.5	3768908	1.40E-07	3.94YrCancerDerived_Inh_FAH16to70
545	ALL	425591.5	3768658	1.39E-07	3.94YrCancerDerived_Inh_FAH16to70
607	ALL	426191.5	3768908	1.38E-07	3.94YrCancerDerived_Inh_FAH16to70
251	ALL	426691.5	3766908	1.38E-07	3.94YrCancerDerived_Inh_FAH16to70
588	ALL	425991.5	3768858	1.38E-07	3.94YrCancerDerived_Inh_FAH16to70
275	ALL	426791.5	3766958	1.37E-07	3.94YrCancerDerived_Inh_FAH16to70
192	ALL	426291.5	3766808	1.37E-07	3.94YrCancerDerived_Inh_FAH16to70
193	ALL	426341.5	3766808	1.37E-07	3.94YrCancerDerived_Inh_FAH16to70
195	ALL	426441.5	3766808	1.37E-07	3.94YrCancerDerived_Inh_FAH16to70
194	ALL	426391.5	3766808	1.37E-07	3.94YrCancerDerived_Inh_FAH16to70
191	ALL	426241.5	3766808	1.37E-07	3.94YrCancerDerived_Inh_FAH16to70
196	ALL	426491.5	3766808	1.36E-07	3.94YrCancerDerived_Inh_FAH16to70
641	ALL	425842.8	3768811	1.36E-07	3.94YrCancerDerived_Inh_FAH16to70
606	ALL	426141.5	3768908	1.36E-07	3.94YrCancerDerived_Inh_FAH16to70
555	ALL	425641.5	3768708	1.36E-07	3.94YrCancerDerived_Inh_FAH16to70
190	ALL	426191.5	3766808	1.36E-07	3.94YrCancerDerived_Inh_FAH16to70
293	ALL	426891.5	3767008	1.35E-07	3.94YrCancerDerived_Inh_FAH16to70
587	ALL	425941.5	3768858	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70
252	ALL	426741.5	3766908	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70
307	ALL	426941.5	3767058	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70
526	ALL	425441.5	3768558	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70
189	ALL	426141.5	3766808	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70
224	ALL	426641.5	3766858	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70
197	ALL	426541.5	3766808	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70
535	ALL	425491.5	3768608	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70

519	ALL	425391.5	3768508	1.33E-07	3.94YrCancerDerived_Inh_FAH16to70
605	ALL	426091.5	3768908	1.33E-07	3.94YrCancerDerived_Inh_FAH16to70
276	ALL	426841.5	3766958	1.32E-07	3.94YrCancerDerived_Inh_FAH16to70
544	ALL	425541.5	3768658	1.32E-07	3.94YrCancerDerived_Inh_FAH16to70
188	ALL	426091.5	3766808	1.32E-07	3.94YrCancerDerived_Inh_FAH16to70
566	ALL	425691.5	3768758	1.32E-07	3.94YrCancerDerived_Inh_FAH16to70
635	ALL	426441.5	3768958	1.31E-07	3.94YrCancerDerived_Inh_FAH16to70
634	ALL	426391.5	3768958	1.31E-07	3.94YrCancerDerived_Inh_FAH16to70
315	ALL	426991.5	3767108	1.31E-07	3.94YrCancerDerived_Inh_FAH16to70
636	ALL	426491.5	3768958	1.31E-07	3.94YrCancerDerived_Inh_FAH16to70
633	ALL	426341.5	3768958	1.31E-07	3.94YrCancerDerived_Inh_FAH16to70
198	ALL	426591.5	3766808	1.31E-07	3.94YrCancerDerived_Inh_FAH16to70
637	ALL	426541.5	3768958	1.31E-07	3.94YrCancerDerived_Inh_FAH16to70
604	ALL	426041.5	3768908	1.30E-07	3.94YrCancerDerived_Inh_FAH16to70
586	ALL	425891.5	3768858	1.30E-07	3.94YrCancerDerived_Inh_FAH16to70
632	ALL	426291.5	3768958	1.30E-07	3.94YrCancerDerived_Inh_FAH16to70
638	ALL	426591.5	3768958	1.30E-07	3.94YrCancerDerived_Inh_FAH16to70
554	ALL	425591.5	3768708	1.30E-07	3.94YrCancerDerived_Inh_FAH16to70
187	ALL	426041.5	3766808	1.30E-07	3.94YrCancerDerived_Inh_FAH16to70
253	ALL	426791.5	3766908	1.29E-07	3.94YrCancerDerived_Inh_FAH16to70
225	ALL	426691.5	3766858	1.29E-07	3.94YrCancerDerived_Inh_FAH16to70
639	ALL	426641.5	3768958	1.29E-07	3.94YrCancerDerived_Inh_FAH16to70
631	ALL	426241.5	3768958	1.29E-07	3.94YrCancerDerived_Inh_FAH16to70
640	ALL	426691.5	3768958	1.28E-07	3.94YrCancerDerived_Inh_FAH16to70
294	ALL	426941.5	3767008	1.28E-07	3.94YrCancerDerived_Inh_FAH16to70
174	ALL	426491.5	3766758	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
169	ALL	426241.5	3766758	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
630	ALL	426191.5	3768958	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
576	ALL	425741.5	3768808	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
170	ALL	426291.5	3766758	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
603	ALL	425991.5	3768908	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
171	ALL	426341.5	3766758	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
173	ALL	426441.5	3766758	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
277	ALL	426891.5	3766958	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
172	ALL	426391.5	3766758	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
226	ALL	426741.5	3766858	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
199	ALL	426641.5	3766808	1.27E-07	3.94YrCancerDerived_Inh_FAH16to70
168	ALL	426191.5	3766758	1.26E-07	3.94YrCancerDerived_Inh_FAH16to70
308	ALL	426991.5	3767058	1.26E-07	3.94YrCancerDerived_Inh_FAH16to70
525	ALL	425391.5	3768558	1.26E-07	3.94YrCancerDerived_Inh_FAH16to70
534	ALL	425441.5	3768608	1.26E-07	3.94YrCancerDerived_Inh_FAH16to70
565	ALL	425641.5	3768758	1.26E-07	3.94YrCancerDerived_Inh_FAH16to70
585	ALL	425841.5	3768858	1.26E-07	3.94YrCancerDerived_Inh_FAH16to70
518	ALL	425341.5	3768508	1.26E-07	3.94YrCancerDerived_Inh_FAH16to70
543	ALL	425491.5	3768658	1.25E-07	3.94YrCancerDerived_Inh_FAH16to70
629	ALL	426141.5	3768958	1.25E-07	3.94YrCancerDerived_Inh_FAH16to70
167	ALL	426141.5	3766758	1.25E-07	3.94YrCancerDerived_Inh_FAH16to70
316	ALL	427041.5	3767108	1.25E-07	3.94YrCancerDerived_Inh_FAH16to70
602	ALL	425941.5	3768908	1.24E-07	3.94YrCancerDerived_Inh_FAH16to70
166	ALL	426091.5	3766758	1.24E-07	3.94YrCancerDerived_Inh_FAH16to70
553	ALL	425541.5	3768708	1.24E-07	3.94YrCancerDerived_Inh_FAH16to70
175	ALL	426541.5	3766758	1.24E-07	3.94YrCancerDerived_Inh_FAH16to70
254	ALL	426841.5	3766908	1.24E-07	3.94YrCancerDerived_Inh_FAH16to70
628	ALL	426091.5	3768958	1.23E-07	3.94YrCancerDerived_Inh_FAH16to70
575	ALL	425691.5	3768808	1.23E-07	3.94YrCancerDerived_Inh_FAH16to70
227	ALL	426791.5	3766858	1.23E-07	3.94YrCancerDerived_Inh_FAH16to70
165	ALL	426041.5	3766758	1.22E-07	3.94YrCancerDerived_Inh_FAH16to70
176	ALL	426591.5	3766758	1.22E-07	3.94YrCancerDerived_Inh_FAH16to70
200	ALL	426691.5	3766808	1.22E-07	3.94YrCancerDerived_Inh_FAH16to70
564	ALL	425591.5	3768758	1.21E-07	3.94YrCancerDerived_Inh_FAH16to70
278	ALL	426941.5	3766958	1.21E-07	3.94YrCancerDerived_Inh_FAH16to70
295	ALL	426991.5	3767008	1.21E-07	3.94YrCancerDerived_Inh_FAH16to70
601	ALL	425891.5	3768908	1.21E-07	3.94YrCancerDerived_Inh_FAH16to70
627	ALL	426041.5	3768958	1.20E-07	3.94YrCancerDerived_Inh_FAH16to70
164	ALL	425991.5	3766758	1.20E-07	3.94YrCancerDerived_Inh_FAH16to70
201	ALL	426741.5	3766808	1.20E-07	3.94YrCancerDerived_Inh_FAH16to70
533	ALL	425391.5	3768608	1.20E-07	3.94YrCancerDerived_Inh_FAH16to70
524	ALL	425341.5	3768558	1.20E-07	3.94YrCancerDerived_Inh_FAH16to70
542	ALL	425441.5	3768658	1.19E-07	3.94YrCancerDerived_Inh_FAH16to70
309	ALL	427041.5	3767058	1.19E-07	3.94YrCancerDerived_Inh_FAH16to70
177	ALL	426641.5	3766758	1.19E-07	3.94YrCancerDerived_Inh_FAH16to70
147	ALL	426341.5	3766708	1.19E-07	3.94YrCancerDerived_Inh_FAH16to70
146	ALL	426291.5	3766708	1.19E-07	3.94YrCancerDerived_Inh_FAH16to70
517	ALL	425291.5	3768508	1.19E-07	3.94YrCancerDerived_Inh_FAH16to70
145	ALL	426241.5	3766708	1.19E-07	3.94YrCancerDerived_Inh_FAH16to70
150	ALL	426491.5	3766708	1.18E-07	3.94YrCancerDerived_Inh_FAH16to70
255	ALL	426891.5	3766908	1.18E-07	3.94YrCancerDerived_Inh_FAH16to70
552	ALL	425491.5	3768708	1.18E-07	3.94YrCancerDerived_Inh_FAH16to70
317	ALL	427091.5	3767108	1.18E-07	3.94YrCancerDerived_Inh_FAH16to70

144	ALL	426191.5	3766708	1.18E-07	3.94YrCancerDerived_Inh_FAH16to70
574	ALL	425641.5	3768808	1.18E-07	3.94YrCancerDerived_Inh_FAH16to70
626	ALL	425991.5	3768958	1.18E-07	3.94YrCancerDerived_Inh_FAH16to70
149	ALL	426441.5	3766708	1.17E-07	3.94YrCancerDerived_Inh_FAH16to70
178	ALL	426691.5	3766758	1.17E-07	3.94YrCancerDerived_Inh_FAH16to70
600	ALL	425841.5	3768908	1.17E-07	3.94YrCancerDerived_Inh_FAH16to70
148	ALL	426391.5	3766708	1.17E-07	3.94YrCancerDerived_Inh_FAH16to70
143	ALL	426141.5	3766708	1.17E-07	3.94YrCancerDerived_Inh_FAH16to70
228	ALL	426841.5	3766858	1.17E-07	3.94YrCancerDerived_Inh_FAH16to70
563	ALL	425541.5	3768758	1.16E-07	3.94YrCancerDerived_Inh_FAH16to70
142	ALL	426091.5	3766708	1.16E-07	3.94YrCancerDerived_Inh_FAH16to70
151	ALL	426591.5	3766708	1.15E-07	3.94YrCancerDerived_Inh_FAH16to70
179	ALL	426741.5	3766758	1.15E-07	3.94YrCancerDerived_Inh_FAH16to70
152	ALL	426641.5	3766708	1.15E-07	3.94YrCancerDerived_Inh_FAH16to70
625	ALL	425941.5	3768958	1.15E-07	3.94YrCancerDerived_Inh_FAH16to70
141	ALL	426041.5	3766708	1.15E-07	3.94YrCancerDerived_Inh_FAH16to70
584	ALL	425691.5	3768858	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
180	ALL	426791.5	3766758	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
279	ALL	426991.5	3766958	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
153	ALL	426691.5	3766708	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
532	ALL	425341.5	3768608	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
541	ALL	425391.5	3768658	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
573	ALL	425591.5	3768808	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
256	ALL	426941.5	3766908	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
296	ALL	427041.5	3767008	1.13E-07	3.94YrCancerDerived_Inh_FAH16to70
523	ALL	425291.5	3768558	1.13E-07	3.94YrCancerDerived_Inh_FAH16to70
140	ALL	425991.5	3766708	1.13E-07	3.94YrCancerDerived_Inh_FAH16to70
551	ALL	425441.5	3768708	1.13E-07	3.94YrCancerDerived_Inh_FAH16to70
310	ALL	427091.5	3767058	1.12E-07	3.94YrCancerDerived_Inh_FAH16to70
624	ALL	425891.5	3768958	1.12E-07	3.94YrCancerDerived_Inh_FAH16to70
229	ALL	426891.5	3766858	1.12E-07	3.94YrCancerDerived_Inh_FAH16to70
115	ALL	426291.5	3766658	1.11E-07	3.94YrCancerDerived_Inh_FAH16to70
562	ALL	425491.5	3768758	1.11E-07	3.94YrCancerDerived_Inh_FAH16to70
154	ALL	426741.5	3766708	1.11E-07	3.94YrCancerDerived_Inh_FAH16to70
139	ALL	425941.5	3766708	1.11E-07	3.94YrCancerDerived_Inh_FAH16to70
114	ALL	426241.5	3766658	1.11E-07	3.94YrCancerDerived_Inh_FAH16to70
113	ALL	426191.5	3766658	1.11E-07	3.94YrCancerDerived_Inh_FAH16to70
583	ALL	425641.5	3768858	1.10E-07	3.94YrCancerDerived_Inh_FAH16to70
181	ALL	426841.5	3766758	1.10E-07	3.94YrCancerDerived_Inh_FAH16to70
116	ALL	426341.5	3766658	1.10E-07	3.94YrCancerDerived_Inh_FAH16to70
112	ALL	426141.5	3766658	1.10E-07	3.94YrCancerDerived_Inh_FAH16to70
117	ALL	426391.5	3766658	1.10E-07	3.94YrCancerDerived_Inh_FAH16to70
121	ALL	426641.5	3766658	1.10E-07	3.94YrCancerDerived_Inh_FAH16to70
120	ALL	426541.5	3766658	1.10E-07	3.94YrCancerDerived_Inh_FAH16to70
572	ALL	425541.5	3768808	1.09E-07	3.94YrCancerDerived_Inh_FAH16to70
623	ALL	425841.5	3768958	1.09E-07	3.94YrCancerDerived_Inh_FAH16to70
118	ALL	426441.5	3766658	1.09E-07	3.94YrCancerDerived_Inh_FAH16to70
111	ALL	426091.5	3766658	1.09E-07	3.94YrCancerDerived_Inh_FAH16to70
155	ALL	426791.5	3766708	1.09E-07	3.94YrCancerDerived_Inh_FAH16to70
540	ALL	425341.5	3768658	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
257	ALL	426991.5	3766908	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
119	ALL	426491.5	3766658	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
531	ALL	425291.5	3768608	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
122	ALL	426691.5	3766658	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
138	ALL	425891.5	3766708	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
110	ALL	426041.5	3766658	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
550	ALL	425391.5	3768708	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
230	ALL	426941.5	3766858	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
522	ALL	425241.5	3768558	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
280	ALL	427041.5	3766958	1.07E-07	3.94YrCancerDerived_Inh_FAH16to70
599	ALL	425691.5	3768908	1.07E-07	3.94YrCancerDerived_Inh_FAH16to70
109	ALL	425991.5	3766658	1.07E-07	3.94YrCancerDerived_Inh_FAH16to70
561	ALL	425441.5	3768758	1.07E-07	3.94YrCancerDerived_Inh_FAH16to70
582	ALL	425591.5	3768858	1.07E-07	3.94YrCancerDerived_Inh_FAH16to70
297	ALL	427091.5	3767008	1.06E-07	3.94YrCancerDerived_Inh_FAH16to70
123	ALL	426741.5	3766658	1.06E-07	3.94YrCancerDerived_Inh_FAH16to70
156	ALL	426841.5	3766708	1.05E-07	3.94YrCancerDerived_Inh_FAH16to70
571	ALL	425491.5	3768808	1.05E-07	3.94YrCancerDerived_Inh_FAH16to70
108	ALL	425941.5	3766658	1.05E-07	3.94YrCancerDerived_Inh_FAH16to70
82	ALL	426291.5	3766608	1.05E-07	3.94YrCancerDerived_Inh_FAH16to70
80	ALL	426191.5	3766608	1.04E-07	3.94YrCancerDerived_Inh_FAH16to70
81	ALL	426241.5	3766608	1.04E-07	3.94YrCancerDerived_Inh_FAH16to70
89	ALL	426641.5	3766608	1.04E-07	3.94YrCancerDerived_Inh_FAH16to70
79	ALL	426141.5	3766608	1.04E-07	3.94YrCancerDerived_Inh_FAH16to70
598	ALL	425641.5	3768908	1.04E-07	3.94YrCancerDerived_Inh_FAH16to70
124	ALL	426791.5	3766658	1.04E-07	3.94YrCancerDerived_Inh_FAH16to70
231	ALL	426991.5	3766858	1.04E-07	3.94YrCancerDerived_Inh_FAH16to70
539	ALL	425291.5	3768658	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
84	ALL	426391.5	3766608	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70

202	ALL	426941.5	3766808	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
258	ALL	427041.5	3766908	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
549	ALL	425341.5	3768708	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
88	ALL	426591.5	3766608	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
530	ALL	425241.5	3768608	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
581	ALL	425541.5	3768858	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
83	ALL	426341.5	3766608	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
78	ALL	426091.5	3766608	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
87	ALL	426541.5	3766608	1.03E-07	3.94YrCancerDerived_Inh_FAH16to70
560	ALL	425391.5	3768758	1.02E-07	3.94YrCancerDerived_Inh_FAH16to70
107	ALL	425891.5	3766658	1.02E-07	3.94YrCancerDerived_Inh_FAH16to70
86	ALL	426491.5	3766608	1.02E-07	3.94YrCancerDerived_Inh_FAH16to70
157	ALL	426891.5	3766708	1.02E-07	3.94YrCancerDerived_Inh_FAH16to70
521	ALL	425191.5	3768558	1.02E-07	3.94YrCancerDerived_Inh_FAH16to70
77	ALL	426041.5	3766608	1.02E-07	3.94YrCancerDerived_Inh_FAH16to70
281	ALL	427091.5	3766958	1.02E-07	3.94YrCancerDerived_Inh_FAH16to70
85	ALL	426441.5	3766608	1.02E-07	3.94YrCancerDerived_Inh_FAH16to70
570	ALL	425441.5	3768808	1.01E-07	3.94YrCancerDerived_Inh_FAH16to70
76	ALL	425991.5	3766608	1.01E-07	3.94YrCancerDerived_Inh_FAH16to70
90	ALL	426741.5	3766608	1.01E-07	3.94YrCancerDerived_Inh_FAH16to70
203	ALL	426991.5	3766808	1.01E-07	3.94YrCancerDerived_Inh_FAH16to70
622	ALL	425691.5	3768958	1.01E-07	3.94YrCancerDerived_Inh_FAH16to70
597	ALL	425591.5	3768908	1.00E-07	3.94YrCancerDerived_Inh_FAH16to70
125	ALL	426841.5	3766658	9.99E-08	3.94YrCancerDerived_Inh_FAH16to70
106	ALL	425841.5	3766658	9.97E-08	3.94YrCancerDerived_Inh_FAH16to70
75	ALL	425941.5	3766608	9.96E-08	3.94YrCancerDerived_Inh_FAH16to70
232	ALL	427041.5	3766858	9.95E-08	3.94YrCancerDerived_Inh_FAH16to70
580	ALL	425491.5	3768858	9.93E-08	3.94YrCancerDerived_Inh_FAH16to70
158	ALL	426941.5	3766708	9.90E-08	3.94YrCancerDerived_Inh_FAH16to70
538	ALL	425241.5	3768658	9.87E-08	3.94YrCancerDerived_Inh_FAH16to70
548	ALL	425291.5	3768708	9.86E-08	3.94YrCancerDerived_Inh_FAH16to70
91	ALL	426791.5	3766608	9.86E-08	3.94YrCancerDerived_Inh_FAH16to70
56	ALL	426641.5	3766558	9.84E-08	3.94YrCancerDerived_Inh_FAH16to70
48	ALL	426241.5	3766558	9.83E-08	3.94YrCancerDerived_Inh_FAH16to70
182	ALL	426991.5	3766758	9.83E-08	3.94YrCancerDerived_Inh_FAH16to70
55	ALL	426591.5	3766558	9.82E-08	3.94YrCancerDerived_Inh_FAH16to70
47	ALL	426191.5	3766558	9.81E-08	3.94YrCancerDerived_Inh_FAH16to70
259	ALL	427091.5	3766908	9.81E-08	3.94YrCancerDerived_Inh_FAH16to70
559	ALL	425341.5	3768758	9.81E-08	3.94YrCancerDerived_Inh_FAH16to70
529	ALL	425191.5	3768608	9.81E-08	3.94YrCancerDerived_Inh_FAH16to70
46	ALL	426141.5	3766558	9.80E-08	3.94YrCancerDerived_Inh_FAH16to70
57	ALL	426691.5	3766558	9.80E-08	3.94YrCancerDerived_Inh_FAH16to70
621	ALL	425641.5	3768958	9.76E-08	3.94YrCancerDerived_Inh_FAH16to70
45	ALL	426091.5	3766558	9.74E-08	3.94YrCancerDerived_Inh_FAH16to70
126	ALL	426891.5	3766658	9.74E-08	3.94YrCancerDerived_Inh_FAH16to70
54	ALL	426541.5	3766558	9.74E-08	3.94YrCancerDerived_Inh_FAH16to70
569	ALL	425391.5	3768808	9.73E-08	3.94YrCancerDerived_Inh_FAH16to70
50	ALL	426341.5	3766558	9.72E-08	3.94YrCancerDerived_Inh_FAH16to70
596	ALL	425541.5	3768908	9.72E-08	3.94YrCancerDerived_Inh_FAH16to70
204	ALL	427041.5	3766808	9.72E-08	3.94YrCancerDerived_Inh_FAH16to70
74	ALL	425891.5	3766608	9.71E-08	3.94YrCancerDerived_Inh_FAH16to70
49	ALL	426291.5	3766558	9.70E-08	3.94YrCancerDerived_Inh_FAH16to70
58	ALL	426741.5	3766558	9.70E-08	3.94YrCancerDerived_Inh_FAH16to70
53	ALL	426491.5	3766558	9.67E-08	3.94YrCancerDerived_Inh_FAH16to70
52	ALL	426441.5	3766558	9.64E-08	3.94YrCancerDerived_Inh_FAH16to70
51	ALL	426391.5	3766558	9.64E-08	3.94YrCancerDerived_Inh_FAH16to70
44	ALL	426041.5	3766558	9.63E-08	3.94YrCancerDerived_Inh_FAH16to70
579	ALL	425441.5	3768858	9.58E-08	3.94YrCancerDerived_Inh_FAH16to70
233	ALL	427091.5	3766858	9.56E-08	3.94YrCancerDerived_Inh_FAH16to70
43	ALL	425991.5	3766558	9.54E-08	3.94YrCancerDerived_Inh_FAH16to70
92	ALL	426841.5	3766608	9.50E-08	3.94YrCancerDerived_Inh_FAH16to70
620	ALL	425591.5	3768958	9.48E-08	3.94YrCancerDerived_Inh_FAH16to70
127	ALL	426941.5	3766658	9.48E-08	3.94YrCancerDerived_Inh_FAH16to70
547	ALL	425241.5	3768708	9.44E-08	3.94YrCancerDerived_Inh_FAH16to70
42	ALL	425941.5	3766558	9.43E-08	3.94YrCancerDerived_Inh_FAH16to70
537	ALL	425191.5	3768658	9.43E-08	3.94YrCancerDerived_Inh_FAH16to70
73	ALL	425841.5	3766608	9.42E-08	3.94YrCancerDerived_Inh_FAH16to70
595	ALL	425491.5	3768908	9.41E-08	3.94YrCancerDerived_Inh_FAH16to70
558	ALL	425291.5	3768758	9.41E-08	3.94YrCancerDerived_Inh_FAH16to70
20	ALL	426641.5	3766508	9.37E-08	3.94YrCancerDerived_Inh_FAH16to70
19	ALL	426591.5	3766508	9.36E-08	3.94YrCancerDerived_Inh_FAH16to70
528	ALL	425141.5	3768608	9.35E-08	3.94YrCancerDerived_Inh_FAH16to70
568	ALL	425341.5	3768808	9.35E-08	3.94YrCancerDerived_Inh_FAH16to70
21	ALL	426691.5	3766508	9.34E-08	3.94YrCancerDerived_Inh_FAH16to70
205	ALL	427091.5	3766808	9.32E-08	3.94YrCancerDerived_Inh_FAH16to70
12	ALL	426241.5	3766508	9.32E-08	3.94YrCancerDerived_Inh_FAH16to70
93	ALL	426891.5	3766608	9.31E-08	3.94YrCancerDerived_Inh_FAH16to70
11	ALL	426191.5	3766508	9.31E-08	3.94YrCancerDerived_Inh_FAH16to70
10	ALL	426141.5	3766508	9.31E-08	3.94YrCancerDerived_Inh_FAH16to70

41	ALL	425891.5	3766558	9.28E-08	3.94YrCancerDerived_Inh_FAH16to70
18	ALL	426541.5	3766508	9.28E-08	3.94YrCancerDerived_Inh_FAH16to70
22	ALL	426741.5	3766508	9.25E-08	3.94YrCancerDerived_Inh_FAH16to70
578	ALL	425391.5	3768858	9.25E-08	3.94YrCancerDerived_Inh_FAH16to70
9	ALL	426091.5	3766508	9.23E-08	3.94YrCancerDerived_Inh_FAH16to70
128	ALL	426991.5	3766658	9.23E-08	3.94YrCancerDerived_Inh_FAH16to70
17	ALL	426491.5	3766508	9.21E-08	3.94YrCancerDerived_Inh_FAH16to70
619	ALL	425541.5	3768958	9.20E-08	3.94YrCancerDerived_Inh_FAH16to70
14	ALL	426341.5	3766508	9.20E-08	3.94YrCancerDerived_Inh_FAH16to70
13	ALL	426291.5	3766508	9.20E-08	3.94YrCancerDerived_Inh_FAH16to70
94	ALL	426941.5	3766608	9.15E-08	3.94YrCancerDerived_Inh_FAH16to70
72	ALL	425791.5	3766608	9.15E-08	3.94YrCancerDerived_Inh_FAH16to70
16	ALL	426441.5	3766508	9.14E-08	3.94YrCancerDerived_Inh_FAH16to70
15	ALL	426391.5	3766508	9.13E-08	3.94YrCancerDerived_Inh_FAH16to70
594	ALL	425441.5	3768908	9.10E-08	3.94YrCancerDerived_Inh_FAH16to70
8	ALL	426041.5	3766508	9.10E-08	3.94YrCancerDerived_Inh_FAH16to70
59	ALL	426891.5	3766558	9.05E-08	3.94YrCancerDerived_Inh_FAH16to70
546	ALL	425191.5	3768708	9.05E-08	3.94YrCancerDerived_Inh_FAH16to70
557	ALL	425241.5	3768758	9.04E-08	3.94YrCancerDerived_Inh_FAH16to70
567	ALL	425291.5	3768808	9.00E-08	3.94YrCancerDerived_Inh_FAH16to70
23	ALL	426791.5	3766508	9.00E-08	3.94YrCancerDerived_Inh_FAH16to70
7	ALL	425991.5	3766508	8.97E-08	3.94YrCancerDerived_Inh_FAH16to70
95	ALL	426991.5	3766608	8.97E-08	3.94YrCancerDerived_Inh_FAH16to70
577	ALL	425341.5	3768858	8.92E-08	3.94YrCancerDerived_Inh_FAH16to70
618	ALL	425491.5	3768958	8.91E-08	3.94YrCancerDerived_Inh_FAH16to70
40	ALL	425841.5	3766558	8.90E-08	3.94YrCancerDerived_Inh_FAH16to70
24	ALL	426841.5	3766508	8.83E-08	3.94YrCancerDerived_Inh_FAH16to70
6	ALL	425941.5	3766508	8.83E-08	3.94YrCancerDerived_Inh_FAH16to70
60	ALL	426941.5	3766558	8.82E-08	3.94YrCancerDerived_Inh_FAH16to70
593	ALL	425391.5	3768908	8.80E-08	3.94YrCancerDerived_Inh_FAH16to70
96	ALL	427041.5	3766608	8.77E-08	3.94YrCancerDerived_Inh_FAH16to70
5	ALL	425891.5	3766508	8.75E-08	3.94YrCancerDerived_Inh_FAH16to70
39	ALL	425791.5	3766558	8.69E-08	3.94YrCancerDerived_Inh_FAH16to70
25	ALL	426891.5	3766508	8.67E-08	3.94YrCancerDerived_Inh_FAH16to70
61	ALL	426991.5	3766558	8.63E-08	3.94YrCancerDerived_Inh_FAH16to70
38	ALL	425741.5	3766558	8.49E-08	3.94YrCancerDerived_Inh_FAH16to70
26	ALL	426941.5	3766508	8.49E-08	3.94YrCancerDerived_Inh_FAH16to70
62	ALL	427041.5	3766558	8.47E-08	3.94YrCancerDerived_Inh_FAH16to70
4	ALL	425841.5	3766508	8.46E-08	3.94YrCancerDerived_Inh_FAH16to70
3	ALL	425791.5	3766508	8.33E-08	3.94YrCancerDerived_Inh_FAH16to70
27	ALL	426991.5	3766508	8.31E-08	3.94YrCancerDerived_Inh_FAH16to70
129	ALL	427141.5	3766658	8.22E-08	3.94YrCancerDerived_Inh_FAH16to70
234	ALL	427241.5	3766858	8.21E-08	3.94YrCancerDerived_Inh_FAH16to70
28	ALL	427041.5	3766508	8.16E-08	3.94YrCancerDerived_Inh_FAH16to70
2	ALL	425741.5	3766508	7.99E-08	3.94YrCancerDerived_Inh_FAH16to70
97	ALL	427141.5	3766608	7.98E-08	3.94YrCancerDerived_Inh_FAH16to70
206	ALL	427241.5	3766808	7.95E-08	3.94YrCancerDerived_Inh_FAH16to70
130	ALL	427191.5	3766658	7.92E-08	3.94YrCancerDerived_Inh_FAH16to70
235	ALL	427291.5	3766858	7.87E-08	3.94YrCancerDerived_Inh_FAH16to70
63	ALL	427141.5	3766558	7.82E-08	3.94YrCancerDerived_Inh_FAH16to70
1	ALL	425691.5	3766508	7.75E-08	3.94YrCancerDerived_Inh_FAH16to70
98	ALL	427191.5	3766608	7.74E-08	3.94YrCancerDerived_Inh_FAH16to70
131	ALL	427241.5	3766658	7.72E-08	3.94YrCancerDerived_Inh_FAH16to70
260	ALL	427391.5	3766908	7.69E-08	3.94YrCancerDerived_Inh_FAH16to70
29	ALL	427141.5	3766508	7.68E-08	3.94YrCancerDerived_Inh_FAH16to70
207	ALL	427291.5	3766808	7.63E-08	3.94YrCancerDerived_Inh_FAH16to70
64	ALL	427191.5	3766558	7.62E-08	3.94YrCancerDerived_Inh_FAH16to70
99	ALL	427241.5	3766608	7.57E-08	3.94YrCancerDerived_Inh_FAH16to70
30	ALL	427191.5	3766508	7.50E-08	3.94YrCancerDerived_Inh_FAH16to70
236	ALL	427391.5	3766858	7.49E-08	3.94YrCancerDerived_Inh_FAH16to70
132	ALL	427291.5	3766658	7.48E-08	3.94YrCancerDerived_Inh_FAH16to70
65	ALL	427241.5	3766558	7.42E-08	3.94YrCancerDerived_Inh_FAH16to70
261	ALL	427441.5	3766908	7.42E-08	3.94YrCancerDerived_Inh_FAH16to70
208	ALL	427341.5	3766808	7.36E-08	3.94YrCancerDerived_Inh_FAH16to70
100	ALL	427291.5	3766608	7.35E-08	3.94YrCancerDerived_Inh_FAH16to70
31	ALL	427241.5	3766508	7.30E-08	3.94YrCancerDerived_Inh_FAH16to70
237	ALL	427441.5	3766858	7.27E-08	3.94YrCancerDerived_Inh_FAH16to70
209	ALL	427391.5	3766808	7.22E-08	3.94YrCancerDerived_Inh_FAH16to70
159	ALL	427341.5	3766708	7.21E-08	3.94YrCancerDerived_Inh_FAH16to70
66	ALL	427291.5	3766558	7.21E-08	3.94YrCancerDerived_Inh_FAH16to70
133	ALL	427341.5	3766658	7.17E-08	3.94YrCancerDerived_Inh_FAH16to70
262	ALL	427491.5	3766908	7.17E-08	3.94YrCancerDerived_Inh_FAH16to70
32	ALL	427291.5	3766508	7.11E-08	3.94YrCancerDerived_Inh_FAH16to70
101	ALL	427341.5	3766608	7.09E-08	3.94YrCancerDerived_Inh_FAH16to70
183	ALL	427391.5	3766758	7.07E-08	3.94YrCancerDerived_Inh_FAH16to70
210	ALL	427441.5	3766808	7.06E-08	3.94YrCancerDerived_Inh_FAH16to70
238	ALL	427491.5	3766858	7.04E-08	3.94YrCancerDerived_Inh_FAH16to70
67	ALL	427341.5	3766558	7.00E-08	3.94YrCancerDerived_Inh_FAH16to70
263	ALL	427541.5	3766908	6.97E-08	3.94YrCancerDerived_Inh_FAH16to70

160	ALL	427391.5	3766708	6.96E-08	3.94YrCancerDerived_Inh_FAH16to70
33	ALL	427341.5	3766508	6.90E-08	3.94YrCancerDerived_Inh_FAH16to70
134	ALL	427391.5	3766658	6.87E-08	3.94YrCancerDerived_Inh_FAH16to70
184	ALL	427441.5	3766758	6.87E-08	3.94YrCancerDerived_Inh_FAH16to70
239	ALL	427541.5	3766858	6.86E-08	3.94YrCancerDerived_Inh_FAH16to70
102	ALL	427391.5	3766608	6.85E-08	3.94YrCancerDerived_Inh_FAH16to70
211	ALL	427491.5	3766808	6.84E-08	3.94YrCancerDerived_Inh_FAH16to70
68	ALL	427391.5	3766558	6.79E-08	3.94YrCancerDerived_Inh_FAH16to70
161	ALL	427441.5	3766708	6.71E-08	3.94YrCancerDerived_Inh_FAH16to70
34	ALL	427391.5	3766508	6.69E-08	3.94YrCancerDerived_Inh_FAH16to70
69	ALL	427441.5	3766558	6.65E-08	3.94YrCancerDerived_Inh_FAH16to70
212	ALL	427541.5	3766808	6.64E-08	3.94YrCancerDerived_Inh_FAH16to70
185	ALL	427491.5	3766758	6.63E-08	3.94YrCancerDerived_Inh_FAH16to70
35	ALL	427441.5	3766508	6.59E-08	3.94YrCancerDerived_Inh_FAH16to70
135	ALL	427441.5	3766658	6.56E-08	3.94YrCancerDerived_Inh_FAH16to70
103	ALL	427441.5	3766608	6.52E-08	3.94YrCancerDerived_Inh_FAH16to70
70	ALL	427491.5	3766558	6.51E-08	3.94YrCancerDerived_Inh_FAH16to70
162	ALL	427491.5	3766708	6.46E-08	3.94YrCancerDerived_Inh_FAH16to70
186	ALL	427541.5	3766758	6.42E-08	3.94YrCancerDerived_Inh_FAH16to70
36	ALL	427491.5	3766508	6.41E-08	3.94YrCancerDerived_Inh_FAH16to70
104	ALL	427491.5	3766608	6.38E-08	3.94YrCancerDerived_Inh_FAH16to70
71	ALL	427541.5	3766558	6.37E-08	3.94YrCancerDerived_Inh_FAH16to70
105	ALL	427541.5	3766608	6.37E-08	3.94YrCancerDerived_Inh_FAH16to70
136	ALL	427491.5	3766658	6.34E-08	3.94YrCancerDerived_Inh_FAH16to70
37	ALL	427541.5	3766508	6.26E-08	3.94YrCancerDerived_Inh_FAH16to70
163	ALL	427541.5	3766708	6.26E-08	3.94YrCancerDerived_Inh_FAH16to70
137	ALL	427541.5	3766658	6.25E-08	3.94YrCancerDerived_Inh_FAH16to70

*HARP - HRACalc v22118 5/29/2025 2:54:50 PM - Cancer Risk - Input File: C:\Users\imcintire\Desktop\HARP2\ELEPHANT_HILL_RES_MIT\hra\Elephant_Hill_Res_Mit_V3_HRAInput.hra

REC	GRP	NETID	X	Y	RISK_SUM	SCENARIO
409	ALL		426503.3	3767850	4.04E-06	3.94YrCancerDerived_Inh_FAH16to70
657	ALL		426466.6	3767821	3.86E-06	3.94YrCancerDerived_Inh_FAH16to70
410	ALL		426538.5	3767877	3.77E-06	3.94YrCancerDerived_Inh_FAH16to70
396	ALL		426432.8	3767793	3.40E-06	3.94YrCancerDerived_Inh_FAH16to70
397	ALL		426491.5	3767808	2.61E-06	3.94YrCancerDerived_Inh_FAH16to70
656	ALL		426768.1	3768009	2.05E-06	3.94YrCancerDerived_Inh_FAH16to70
385	ALL		426491.5	3767758	1.50E-06	3.94YrCancerDerived_Inh_FAH16to70
655	ALL		426806.3	3768033	1.46E-06	3.94YrCancerDerived_Inh_FAH16to70
376	ALL		426391.5	3767708	1.25E-06	3.94YrCancerDerived_Inh_FAH16to70
465	ALL		426841.5	3768058	1.05E-06	3.94YrCancerDerived_Inh_FAH16to70
377	ALL		426441.5	3767708	1.04E-06	3.94YrCancerDerived_Inh_FAH16to70
450	ALL		426841.5	3768008	1.00E-06	3.94YrCancerDerived_Inh_FAH16to70
367	ALL		426341.5	3767658	8.43E-07	3.94YrCancerDerived_Inh_FAH16to70
368	ALL		426391.5	3767658	7.52E-07	3.94YrCancerDerived_Inh_FAH16to70
466	ALL		426891.5	3768058	7.26E-07	3.94YrCancerDerived_Inh_FAH16to70
451	ALL		426891.5	3768008	7.23E-07	3.94YrCancerDerived_Inh_FAH16to70
369	ALL		426441.5	3767658	6.66E-07	3.94YrCancerDerived_Inh_FAH16to70
436	ALL		426891.5	3767958	6.54E-07	3.94YrCancerDerived_Inh_FAH16to70
370	ALL		426491.5	3767658	5.90E-07	3.94YrCancerDerived_Inh_FAH16to70
357	ALL		426291.5	3767608	5.89E-07	3.94YrCancerDerived_Inh_FAH16to70
356	ALL		426241.5	3767608	5.82E-07	3.94YrCancerDerived_Inh_FAH16to70
358	ALL		426341.5	3767608	5.58E-07	3.94YrCancerDerived_Inh_FAH16to70
467	ALL		426941.5	3768058	5.55E-07	3.94YrCancerDerived_Inh_FAH16to70
452	ALL		426941.5	3768008	5.53E-07	3.94YrCancerDerived_Inh_FAH16to70
359	ALL		426391.5	3767608	5.18E-07	3.94YrCancerDerived_Inh_FAH16to70
480	ALL		426941.5	3768108	5.18E-07	3.94YrCancerDerived_Inh_FAH16to70
437	ALL		426941.5	3767958	5.13E-07	3.94YrCancerDerived_Inh_FAH16to70
360	ALL		426441.5	3767608	4.73E-07	3.94YrCancerDerived_Inh_FAH16to70
423	ALL		426941.5	3767908	4.61E-07	3.94YrCancerDerived_Inh_FAH16to70
468	ALL		426991.5	3768058	4.49E-07	3.94YrCancerDerived_Inh_FAH16to70
453	ALL		426991.5	3768008	4.47E-07	3.94YrCancerDerived_Inh_FAH16to70
361	ALL		426491.5	3767608	4.28E-07	3.94YrCancerDerived_Inh_FAH16to70
481	ALL		426991.5	3768108	4.26E-07	3.94YrCancerDerived_Inh_FAH16to70
438	ALL		426991.5	3767958	4.21E-07	3.94YrCancerDerived_Inh_FAH16to70
350	ALL		426291.5	3767558	4.19E-07	3.94YrCancerDerived_Inh_FAH16to70
349	ALL		426241.5	3767558	4.13E-07	3.94YrCancerDerived_Inh_FAH16to70
351	ALL		426341.5	3767558	4.05E-07	3.94YrCancerDerived_Inh_FAH16to70
348	ALL		426191.5	3767558	3.97E-07	3.94YrCancerDerived_Inh_FAH16to70
424	ALL		426991.5	3767908	3.84E-07	3.94YrCancerDerived_Inh_FAH16to70
352	ALL		426391.5	3767558	3.82E-07	3.94YrCancerDerived_Inh_FAH16to70
469	ALL		427041.5	3768058	3.74E-07	3.94YrCancerDerived_Inh_FAH16to70
454	ALL		427041.5	3768008	3.71E-07	3.94YrCancerDerived_Inh_FAH16to70
482	ALL		427041.5	3768108	3.60E-07	3.94YrCancerDerived_Inh_FAH16to70
353	ALL		426441.5	3767558	3.57E-07	3.94YrCancerDerived_Inh_FAH16to70
439	ALL		427041.5	3767958	3.54E-07	3.94YrCancerDerived_Inh_FAH16to70
411	ALL		426991.5	3767858	3.42E-07	3.94YrCancerDerived_Inh_FAH16to70
354	ALL		426491.5	3767558	3.31E-07	3.94YrCancerDerived_Inh_FAH16to70
493	ALL		427041.5	3768158	3.30E-07	3.94YrCancerDerived_Inh_FAH16to70
425	ALL		427041.5	3767908	3.25E-07	3.94YrCancerDerived_Inh_FAH16to70
470	ALL		427091.5	3768058	3.18E-07	3.94YrCancerDerived_Inh_FAH16to70
343	ALL		426291.5	3767508	3.15E-07	3.94YrCancerDerived_Inh_FAH16to70
455	ALL		427091.5	3768008	3.15E-07	3.94YrCancerDerived_Inh_FAH16to70
344	ALL		426341.5	3767508	3.12E-07	3.94YrCancerDerived_Inh_FAH16to70
342	ALL		426241.5	3767508	3.11E-07	3.94YrCancerDerived_Inh_FAH16to70
483	ALL		427091.5	3768108	3.09E-07	3.94YrCancerDerived_Inh_FAH16to70
345	ALL		426391.5	3767508	3.02E-07	3.94YrCancerDerived_Inh_FAH16to70
440	ALL		427091.5	3767958	3.01E-07	3.94YrCancerDerived_Inh_FAH16to70
341	ALL		426191.5	3767508	2.99E-07	3.94YrCancerDerived_Inh_FAH16to70
412	ALL		427041.5	3767858	2.94E-07	3.94YrCancerDerived_Inh_FAH16to70
494	ALL		427091.5	3768158	2.88E-07	3.94YrCancerDerived_Inh_FAH16to70
346	ALL		426441.5	3767508	2.85E-07	3.94YrCancerDerived_Inh_FAH16to70
426	ALL		427091.5	3767908	2.80E-07	3.94YrCancerDerived_Inh_FAH16to70
471	ALL		427141.5	3768058	2.74E-07	3.94YrCancerDerived_Inh_FAH16to70
456	ALL		427141.5	3768008	2.71E-07	3.94YrCancerDerived_Inh_FAH16to70
347	ALL		426491.5	3767508	2.69E-07	3.94YrCancerDerived_Inh_FAH16to70
484	ALL		427141.5	3768108	2.68E-07	3.94YrCancerDerived_Inh_FAH16to70
398	ALL		427041.5	3767808	2.61E-07	3.94YrCancerDerived_Inh_FAH16to70
441	ALL		427141.5	3767958	2.60E-07	3.94YrCancerDerived_Inh_FAH16to70
413	ALL		427091.5	3767858	2.56E-07	3.94YrCancerDerived_Inh_FAH16to70

495	ALL	427141.5	3768158	2.54E-07	3.94YrCancerDerived_Inh_FAH16to70
336	ALL	426291.5	3767458	2.49E-07	3.94YrCancerDerived_Inh_FAH16to70
337	ALL	426341.5	3767458	2.48E-07	3.94YrCancerDerived_Inh_FAH16to70
335	ALL	426241.5	3767458	2.46E-07	3.94YrCancerDerived_Inh_FAH16to70
427	ALL	427141.5	3767908	2.44E-07	3.94YrCancerDerived_Inh_FAH16to70
338	ALL	426391.5	3767458	2.42E-07	3.94YrCancerDerived_Inh_FAH16to70
472	ALL	427191.5	3768058	2.39E-07	3.94YrCancerDerived_Inh_FAH16to70
334	ALL	426191.5	3767458	2.38E-07	3.94YrCancerDerived_Inh_FAH16to70
457	ALL	427191.5	3768008	2.36E-07	3.94YrCancerDerived_Inh_FAH16to70
485	ALL	427191.5	3768108	2.35E-07	3.94YrCancerDerived_Inh_FAH16to70
504	ALL	427141.5	3768208	2.34E-07	3.94YrCancerDerived_Inh_FAH16to70
339	ALL	426441.5	3767458	2.32E-07	3.94YrCancerDerived_Inh_FAH16to70
399	ALL	427091.5	3767808	2.29E-07	3.94YrCancerDerived_Inh_FAH16to70
442	ALL	427191.5	3767958	2.27E-07	3.94YrCancerDerived_Inh_FAH16to70
496	ALL	427191.5	3768158	2.25E-07	3.94YrCancerDerived_Inh_FAH16to70
414	ALL	427141.5	3767858	2.24E-07	3.94YrCancerDerived_Inh_FAH16to70
340	ALL	426491.5	3767458	2.19E-07	3.94YrCancerDerived_Inh_FAH16to70
428	ALL	427191.5	3767908	2.14E-07	3.94YrCancerDerived_Inh_FAH16to70
473	ALL	427241.5	3768058	2.11E-07	3.94YrCancerDerived_Inh_FAH16to70
505	ALL	427191.5	3768208	2.11E-07	3.94YrCancerDerived_Inh_FAH16to70
486	ALL	427241.5	3768108	2.08E-07	3.94YrCancerDerived_Inh_FAH16to70
458	ALL	427241.5	3768008	2.08E-07	3.94YrCancerDerived_Inh_FAH16to70
329	ALL	426291.5	3767408	2.05E-07	3.94YrCancerDerived_Inh_FAH16to70
386	ALL	427091.5	3767758	2.03E-07	3.94YrCancerDerived_Inh_FAH16to70
400	ALL	427141.5	3767808	2.03E-07	3.94YrCancerDerived_Inh_FAH16to70
330	ALL	426341.5	3767408	2.02E-07	3.94YrCancerDerived_Inh_FAH16to70
497	ALL	427241.5	3768158	2.01E-07	3.94YrCancerDerived_Inh_FAH16to70
443	ALL	427241.5	3767958	2.01E-07	3.94YrCancerDerived_Inh_FAH16to70
415	ALL	427191.5	3767858	1.99E-07	3.94YrCancerDerived_Inh_FAH16to70
331	ALL	426391.5	3767408	1.98E-07	3.94YrCancerDerived_Inh_FAH16to70
332	ALL	426441.5	3767408	1.92E-07	3.94YrCancerDerived_Inh_FAH16to70
506	ALL	427241.5	3768208	1.90E-07	3.94YrCancerDerived_Inh_FAH16to70
429	ALL	427241.5	3767908	1.90E-07	3.94YrCancerDerived_Inh_FAH16to70
474	ALL	427291.5	3768058	1.87E-07	3.94YrCancerDerived_Inh_FAH16to70
487	ALL	427291.5	3768108	1.86E-07	3.94YrCancerDerived_Inh_FAH16to70
459	ALL	427291.5	3768008	1.85E-07	3.94YrCancerDerived_Inh_FAH16to70
333	ALL	426491.5	3767408	1.84E-07	3.94YrCancerDerived_Inh_FAH16to70
387	ALL	427141.5	3767758	1.82E-07	3.94YrCancerDerived_Inh_FAH16to70
401	ALL	427191.5	3767808	1.81E-07	3.94YrCancerDerived_Inh_FAH16to70
498	ALL	427291.5	3768158	1.81E-07	3.94YrCancerDerived_Inh_FAH16to70
444	ALL	427291.5	3767958	1.79E-07	3.94YrCancerDerived_Inh_FAH16to70
416	ALL	427241.5	3767858	1.77E-07	3.94YrCancerDerived_Inh_FAH16to70
507	ALL	427291.5	3768208	1.72E-07	3.94YrCancerDerived_Inh_FAH16to70
430	ALL	427291.5	3767908	1.70E-07	3.94YrCancerDerived_Inh_FAH16to70
475	ALL	427341.5	3768058	1.68E-07	3.94YrCancerDerived_Inh_FAH16to70
488	ALL	427341.5	3768108	1.67E-07	3.94YrCancerDerived_Inh_FAH16to70
327	ALL	426391.5	3767358	1.67E-07	3.94YrCancerDerived_Inh_FAH16to70
460	ALL	427341.5	3768008	1.65E-07	3.94YrCancerDerived_Inh_FAH16to70
388	ALL	427191.5	3767758	1.64E-07	3.94YrCancerDerived_Inh_FAH16to70
499	ALL	427341.5	3768158	1.63E-07	3.94YrCancerDerived_Inh_FAH16to70
402	ALL	427241.5	3767808	1.63E-07	3.94YrCancerDerived_Inh_FAH16to70
328	ALL	426441.5	3767358	1.63E-07	3.94YrCancerDerived_Inh_FAH16to70
445	ALL	427341.5	3767958	1.60E-07	3.94YrCancerDerived_Inh_FAH16to70
417	ALL	427291.5	3767858	1.59E-07	3.94YrCancerDerived_Inh_FAH16to70
508	ALL	427341.5	3768208	1.57E-07	3.94YrCancerDerived_Inh_FAH16to70
431	ALL	427341.5	3767908	1.53E-07	3.94YrCancerDerived_Inh_FAH16to70
476	ALL	427391.5	3768058	1.51E-07	3.94YrCancerDerived_Inh_FAH16to70
489	ALL	427391.5	3768108	1.51E-07	3.94YrCancerDerived_Inh_FAH16to70
461	ALL	427391.5	3768008	1.49E-07	3.94YrCancerDerived_Inh_FAH16to70
389	ALL	427241.5	3767758	1.48E-07	3.94YrCancerDerived_Inh_FAH16to70
500	ALL	427391.5	3768158	1.48E-07	3.94YrCancerDerived_Inh_FAH16to70
403	ALL	427291.5	3767808	1.47E-07	3.94YrCancerDerived_Inh_FAH16to70
446	ALL	427391.5	3767958	1.45E-07	3.94YrCancerDerived_Inh_FAH16to70
418	ALL	427341.5	3767858	1.44E-07	3.94YrCancerDerived_Inh_FAH16to70
509	ALL	427391.5	3768208	1.43E-07	3.94YrCancerDerived_Inh_FAH16to70
432	ALL	427391.5	3767908	1.39E-07	3.94YrCancerDerived_Inh_FAH16to70
477	ALL	427441.5	3768058	1.37E-07	3.94YrCancerDerived_Inh_FAH16to70
490	ALL	427441.5	3768108	1.37E-07	3.94YrCancerDerived_Inh_FAH16to70
513	ALL	427391.5	3768258	1.36E-07	3.94YrCancerDerived_Inh_FAH16to70
462	ALL	427441.5	3768008	1.35E-07	3.94YrCancerDerived_Inh_FAH16to70
390	ALL	427291.5	3767758	1.35E-07	3.94YrCancerDerived_Inh_FAH16to70

501	ALL	427441.5	3768158	1.35E-07	3.94YrCancerDerived_Inh_FAH16to70
378	ALL	427241.5	3767708	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70
404	ALL	427341.5	3767808	1.34E-07	3.94YrCancerDerived_Inh_FAH16to70
447	ALL	427441.5	3767958	1.32E-07	3.94YrCancerDerived_Inh_FAH16to70
510	ALL	427441.5	3768208	1.31E-07	3.94YrCancerDerived_Inh_FAH16to70
419	ALL	427391.5	3767858	1.31E-07	3.94YrCancerDerived_Inh_FAH16to70
433	ALL	427441.5	3767908	1.26E-07	3.94YrCancerDerived_Inh_FAH16to70
514	ALL	427441.5	3768258	1.26E-07	3.94YrCancerDerived_Inh_FAH16to70
491	ALL	427491.5	3768108	1.25E-07	3.94YrCancerDerived_Inh_FAH16to70
478	ALL	427491.5	3768058	1.25E-07	3.94YrCancerDerived_Inh_FAH16to70
502	ALL	427491.5	3768158	1.24E-07	3.94YrCancerDerived_Inh_FAH16to70
391	ALL	427341.5	3767758	1.24E-07	3.94YrCancerDerived_Inh_FAH16to70
463	ALL	427491.5	3768008	1.23E-07	3.94YrCancerDerived_Inh_FAH16to70
379	ALL	427291.5	3767708	1.23E-07	3.94YrCancerDerived_Inh_FAH16to70
405	ALL	427391.5	3767808	1.22E-07	3.94YrCancerDerived_Inh_FAH16to70
326	ALL	426391.5	3767258	1.21E-07	3.94YrCancerDerived_Inh_FAH16to70
325	ALL	426341.5	3767258	1.21E-07	3.94YrCancerDerived_Inh_FAH16to70
511	ALL	427491.5	3768208	1.21E-07	3.94YrCancerDerived_Inh_FAH16to70
324	ALL	426291.5	3767258	1.20E-07	3.94YrCancerDerived_Inh_FAH16to70
448	ALL	427491.5	3767958	1.20E-07	3.94YrCancerDerived_Inh_FAH16to70
420	ALL	427441.5	3767858	1.20E-07	3.94YrCancerDerived_Inh_FAH16to70
515	ALL	427491.5	3768258	1.16E-07	3.94YrCancerDerived_Inh_FAH16to70
434	ALL	427491.5	3767908	1.15E-07	3.94YrCancerDerived_Inh_FAH16to70
492	ALL	427541.5	3768108	1.15E-07	3.94YrCancerDerived_Inh_FAH16to70
479	ALL	427541.5	3768058	1.15E-07	3.94YrCancerDerived_Inh_FAH16to70
503	ALL	427541.5	3768158	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
392	ALL	427391.5	3767758	1.14E-07	3.94YrCancerDerived_Inh_FAH16to70
380	ALL	427341.5	3767708	1.13E-07	3.94YrCancerDerived_Inh_FAH16to70
464	ALL	427541.5	3768008	1.13E-07	3.94YrCancerDerived_Inh_FAH16to70
406	ALL	427441.5	3767808	1.12E-07	3.94YrCancerDerived_Inh_FAH16to70
512	ALL	427541.5	3768208	1.11E-07	3.94YrCancerDerived_Inh_FAH16to70
449	ALL	427541.5	3767958	1.10E-07	3.94YrCancerDerived_Inh_FAH16to70
421	ALL	427491.5	3767858	1.10E-07	3.94YrCancerDerived_Inh_FAH16to70
516	ALL	427541.5	3768258	1.08E-07	3.94YrCancerDerived_Inh_FAH16to70
435	ALL	427541.5	3767908	1.06E-07	3.94YrCancerDerived_Inh_FAH16to70
322	ALL	426341.5	3767208	1.06E-07	3.94YrCancerDerived_Inh_FAH16to70
323	ALL	426391.5	3767208	1.06E-07	3.94YrCancerDerived_Inh_FAH16to70
321	ALL	426291.5	3767208	1.05E-07	3.94YrCancerDerived_Inh_FAH16to70
393	ALL	427441.5	3767758	1.05E-07	3.94YrCancerDerived_Inh_FAH16to70
381	ALL	427391.5	3767708	1.05E-07	3.94YrCancerDerived_Inh_FAH16to70
407	ALL	427491.5	3767808	1.04E-07	3.94YrCancerDerived_Inh_FAH16to70
371	ALL	427341.5	3767658	1.04E-07	3.94YrCancerDerived_Inh_FAH16to70
422	ALL	427541.5	3767858	1.01E-07	3.94YrCancerDerived_Inh_FAH16to70
382	ALL	427441.5	3767708	9.72E-08	3.94YrCancerDerived_Inh_FAH16to70
394	ALL	427491.5	3767758	9.71E-08	3.94YrCancerDerived_Inh_FAH16to70
372	ALL	427391.5	3767658	9.63E-08	3.94YrCancerDerived_Inh_FAH16to70
408	ALL	427541.5	3767808	9.60E-08	3.94YrCancerDerived_Inh_FAH16to70
362	ALL	427341.5	3767608	9.43E-08	3.94YrCancerDerived_Inh_FAH16to70
320	ALL	426391.5	3767158	9.36E-08	3.94YrCancerDerived_Inh_FAH16to70
319	ALL	426341.5	3767158	9.34E-08	3.94YrCancerDerived_Inh_FAH16to70
318	ALL	426291.5	3767158	9.30E-08	3.94YrCancerDerived_Inh_FAH16to70
383	ALL	427491.5	3767708	9.05E-08	3.94YrCancerDerived_Inh_FAH16to70
395	ALL	427541.5	3767758	9.03E-08	3.94YrCancerDerived_Inh_FAH16to70
373	ALL	427441.5	3767658	8.98E-08	3.94YrCancerDerived_Inh_FAH16to70
363	ALL	427391.5	3767608	8.80E-08	3.94YrCancerDerived_Inh_FAH16to70
384	ALL	427541.5	3767708	8.45E-08	3.94YrCancerDerived_Inh_FAH16to70
374	ALL	427491.5	3767658	8.40E-08	3.94YrCancerDerived_Inh_FAH16to70
311	ALL	426341.5	3767108	8.35E-08	3.94YrCancerDerived_Inh_FAH16to70
364	ALL	427441.5	3767608	8.27E-08	3.94YrCancerDerived_Inh_FAH16to70
375	ALL	427541.5	3767658	7.87E-08	3.94YrCancerDerived_Inh_FAH16to70
365	ALL	427491.5	3767608	7.77E-08	3.94YrCancerDerived_Inh_FAH16to70
312	ALL	426591.5	3767108	7.76E-08	3.94YrCancerDerived_Inh_FAH16to70
313	ALL	426641.5	3767108	7.42E-08	3.94YrCancerDerived_Inh_FAH16to70
366	ALL	427541.5	3767608	7.32E-08	3.94YrCancerDerived_Inh_FAH16to70
314	ALL	426691.5	3767108	6.99E-08	3.94YrCancerDerived_Inh_FAH16to70
299	ALL	426541.5	3767058	6.95E-08	3.94YrCancerDerived_Inh_FAH16to70
300	ALL	426591.5	3767058	6.93E-08	3.94YrCancerDerived_Inh_FAH16to70
284	ALL	426241.5	3767008	6.88E-08	3.94YrCancerDerived_Inh_FAH16to70
283	ALL	426191.5	3767008	6.79E-08	3.94YrCancerDerived_Inh_FAH16to70
301	ALL	426641.5	3767058	6.79E-08	3.94YrCancerDerived_Inh_FAH16to70
355	ALL	427541.5	3767558	6.79E-08	3.94YrCancerDerived_Inh_FAH16to70

298	ALL	426491.5	3767058	6.78E-08	3.94YrCancerDerived_Inh_FAH16to70
282	ALL	426141.5	3767008	6.68E-08	3.94YrCancerDerived_Inh_FAH16to70
302	ALL	426691.5	3767058	6.54E-08	3.94YrCancerDerived_Inh_FAH16to70
268	ALL	426291.5	3766958	6.32E-08	3.94YrCancerDerived_Inh_FAH16to70
267	ALL	426241.5	3766958	6.28E-08	3.94YrCancerDerived_Inh_FAH16to70
266	ALL	426191.5	3766958	6.21E-08	3.94YrCancerDerived_Inh_FAH16to70
303	ALL	426741.5	3767058	6.19E-08	3.94YrCancerDerived_Inh_FAH16to70
285	ALL	426491.5	3767008	6.13E-08	3.94YrCancerDerived_Inh_FAH16to70
288	ALL	426641.5	3767008	6.12E-08	3.94YrCancerDerived_Inh_FAH16to70
265	ALL	426141.5	3766958	6.12E-08	3.94YrCancerDerived_Inh_FAH16to70
286	ALL	426541.5	3767008	6.12E-08	3.94YrCancerDerived_Inh_FAH16to70
287	ALL	426591.5	3767008	6.08E-08	3.94YrCancerDerived_Inh_FAH16to70
264	ALL	426091.5	3766958	6.03E-08	3.94YrCancerDerived_Inh_FAH16to70
289	ALL	426691.5	3767008	5.99E-08	3.94YrCancerDerived_Inh_FAH16to70
304	ALL	426791.5	3767058	5.84E-08	3.94YrCancerDerived_Inh_FAH16to70
244	ALL	426241.5	3766908	5.77E-08	3.94YrCancerDerived_Inh_FAH16to70
290	ALL	426741.5	3767008	5.74E-08	3.94YrCancerDerived_Inh_FAH16to70
245	ALL	426391.5	3766908	5.74E-08	3.94YrCancerDerived_Inh_FAH16to70
243	ALL	426191.5	3766908	5.71E-08	3.94YrCancerDerived_Inh_FAH16to70
269	ALL	426491.5	3766958	5.69E-08	3.94YrCancerDerived_Inh_FAH16to70
242	ALL	426141.5	3766908	5.64E-08	3.94YrCancerDerived_Inh_FAH16to70
270	ALL	426541.5	3766958	5.64E-08	3.94YrCancerDerived_Inh_FAH16to70
246	ALL	426441.5	3766908	5.62E-08	3.94YrCancerDerived_Inh_FAH16to70
271	ALL	426591.5	3766958	5.61E-08	3.94YrCancerDerived_Inh_FAH16to70
247	ALL	426491.5	3766908	5.55E-08	3.94YrCancerDerived_Inh_FAH16to70
241	ALL	426091.5	3766908	5.55E-08	3.94YrCancerDerived_Inh_FAH16to70
272	ALL	426641.5	3766958	5.54E-08	3.94YrCancerDerived_Inh_FAH16to70
649	ALL	426442	3768873	5.51E-08	3.94YrCancerDerived_Inh_FAH16to70
648	ALL	426392	3768873	5.51E-08	3.94YrCancerDerived_Inh_FAH16to70
305	ALL	426841.5	3767058	5.50E-08	3.94YrCancerDerived_Inh_FAH16to70
650	ALL	426492	3768873	5.50E-08	3.94YrCancerDerived_Inh_FAH16to70
647	ALL	426342	3768873	5.49E-08	3.94YrCancerDerived_Inh_FAH16to70
651	ALL	426542	3768873	5.48E-08	3.94YrCancerDerived_Inh_FAH16to70
592	ALL	426191.5	3768858	5.48E-08	3.94YrCancerDerived_Inh_FAH16to70
646	ALL	426292	3768873	5.46E-08	3.94YrCancerDerived_Inh_FAH16to70
291	ALL	426791.5	3767008	5.46E-08	3.94YrCancerDerived_Inh_FAH16to70
652	ALL	426592	3768873	5.45E-08	3.94YrCancerDerived_Inh_FAH16to70
240	ALL	426041.5	3766908	5.45E-08	3.94YrCancerDerived_Inh_FAH16to70
273	ALL	426691.5	3766958	5.44E-08	3.94YrCancerDerived_Inh_FAH16to70
248	ALL	426541.5	3766908	5.43E-08	3.94YrCancerDerived_Inh_FAH16to70
653	ALL	426642	3768873	5.42E-08	3.94YrCancerDerived_Inh_FAH16to70
645	ALL	426242	3768873	5.40E-08	3.94YrCancerDerived_Inh_FAH16to70
644	ALL	425990.1	3768813	5.39E-08	3.94YrCancerDerived_Inh_FAH16to70
654	ALL	426692	3768873	5.39E-08	3.94YrCancerDerived_Inh_FAH16to70
591	ALL	426141.5	3768858	5.38E-08	3.94YrCancerDerived_Inh_FAH16to70
219	ALL	426341.5	3766858	5.35E-08	3.94YrCancerDerived_Inh_FAH16to70
218	ALL	426291.5	3766858	5.34E-08	3.94YrCancerDerived_Inh_FAH16to70
217	ALL	426241.5	3766858	5.32E-08	3.94YrCancerDerived_Inh_FAH16to70
249	ALL	426591.5	3766908	5.31E-08	3.94YrCancerDerived_Inh_FAH16to70
216	ALL	426191.5	3766858	5.28E-08	3.94YrCancerDerived_Inh_FAH16to70
221	ALL	426491.5	3766858	5.28E-08	3.94YrCancerDerived_Inh_FAH16to70
222	ALL	426541.5	3766858	5.27E-08	3.94YrCancerDerived_Inh_FAH16to70
643	ALL	425942.8	3768811	5.26E-08	3.94YrCancerDerived_Inh_FAH16to70
274	ALL	426741.5	3766958	5.26E-08	3.94YrCancerDerived_Inh_FAH16to70
590	ALL	426091.5	3768858	5.26E-08	3.94YrCancerDerived_Inh_FAH16to70
220	ALL	426441.5	3766858	5.25E-08	3.94YrCancerDerived_Inh_FAH16to70
215	ALL	426141.5	3766858	5.21E-08	3.94YrCancerDerived_Inh_FAH16to70
612	ALL	426441.5	3768908	5.17E-08	3.94YrCancerDerived_Inh_FAH16to70
611	ALL	426391.5	3768908	5.17E-08	3.94YrCancerDerived_Inh_FAH16to70
292	ALL	426841.5	3767008	5.16E-08	3.94YrCancerDerived_Inh_FAH16to70
613	ALL	426491.5	3768908	5.16E-08	3.94YrCancerDerived_Inh_FAH16to70
306	ALL	426891.5	3767058	5.15E-08	3.94YrCancerDerived_Inh_FAH16to70
610	ALL	426341.5	3768908	5.15E-08	3.94YrCancerDerived_Inh_FAH16to70
614	ALL	426541.5	3768908	5.14E-08	3.94YrCancerDerived_Inh_FAH16to70
527	ALL	425491.5	3768558	5.14E-08	3.94YrCancerDerived_Inh_FAH16to70
556	ALL	425691.5	3768708	5.13E-08	3.94YrCancerDerived_Inh_FAH16to70
520	ALL	425441.5	3768508	5.13E-08	3.94YrCancerDerived_Inh_FAH16to70
214	ALL	426091.5	3766858	5.13E-08	3.94YrCancerDerived_Inh_FAH16to70
589	ALL	426041.5	3768858	5.13E-08	3.94YrCancerDerived_Inh_FAH16to70
250	ALL	426641.5	3766908	5.13E-08	3.94YrCancerDerived_Inh_FAH16to70
223	ALL	426591.5	3766858	5.12E-08	3.94YrCancerDerived_Inh_FAH16to70

609	ALL	426291.5	3768908	5.12E-08	3.94YrCancerDerived_Inh_FAH16to70
615	ALL	426591.5	3768908	5.12E-08	3.94YrCancerDerived_Inh_FAH16to70
536	ALL	425541.5	3768608	5.10E-08	3.94YrCancerDerived_Inh_FAH16to70
642	ALL	425892.8	3768811	5.09E-08	3.94YrCancerDerived_Inh_FAH16to70
616	ALL	426641.5	3768908	5.09E-08	3.94YrCancerDerived_Inh_FAH16to70
608	ALL	426241.5	3768908	5.07E-08	3.94YrCancerDerived_Inh_FAH16to70
213	ALL	426041.5	3766858	5.06E-08	3.94YrCancerDerived_Inh_FAH16to70
617	ALL	426691.5	3768908	5.06E-08	3.94YrCancerDerived_Inh_FAH16to70
545	ALL	425591.5	3768658	5.02E-08	3.94YrCancerDerived_Inh_FAH16to70
607	ALL	426191.5	3768908	5.00E-08	3.94YrCancerDerived_Inh_FAH16to70
251	ALL	426691.5	3766908	4.99E-08	3.94YrCancerDerived_Inh_FAH16to70
588	ALL	425991.5	3768858	4.99E-08	3.94YrCancerDerived_Inh_FAH16to70
275	ALL	426791.5	3766958	4.97E-08	3.94YrCancerDerived_Inh_FAH16to70
192	ALL	426291.5	3766808	4.97E-08	3.94YrCancerDerived_Inh_FAH16to70
193	ALL	426341.5	3766808	4.96E-08	3.94YrCancerDerived_Inh_FAH16to70
195	ALL	426441.5	3766808	4.96E-08	3.94YrCancerDerived_Inh_FAH16to70
194	ALL	426391.5	3766808	4.95E-08	3.94YrCancerDerived_Inh_FAH16to70
191	ALL	426241.5	3766808	4.95E-08	3.94YrCancerDerived_Inh_FAH16to70
196	ALL	426491.5	3766808	4.94E-08	3.94YrCancerDerived_Inh_FAH16to70
641	ALL	425842.8	3768811	4.93E-08	3.94YrCancerDerived_Inh_FAH16to70
606	ALL	426141.5	3768908	4.92E-08	3.94YrCancerDerived_Inh_FAH16to70
555	ALL	425641.5	3768708	4.91E-08	3.94YrCancerDerived_Inh_FAH16to70
190	ALL	426191.5	3766808	4.90E-08	3.94YrCancerDerived_Inh_FAH16to70
293	ALL	426891.5	3767008	4.89E-08	3.94YrCancerDerived_Inh_FAH16to70
587	ALL	425941.5	3768858	4.85E-08	3.94YrCancerDerived_Inh_FAH16to70
252	ALL	426741.5	3766908	4.85E-08	3.94YrCancerDerived_Inh_FAH16to70
307	ALL	426941.5	3767058	4.85E-08	3.94YrCancerDerived_Inh_FAH16to70
526	ALL	425441.5	3768558	4.85E-08	3.94YrCancerDerived_Inh_FAH16to70
189	ALL	426141.5	3766808	4.85E-08	3.94YrCancerDerived_Inh_FAH16to70
224	ALL	426641.5	3766858	4.84E-08	3.94YrCancerDerived_Inh_FAH16to70
197	ALL	426541.5	3766808	4.84E-08	3.94YrCancerDerived_Inh_FAH16to70
535	ALL	425491.5	3768608	4.83E-08	3.94YrCancerDerived_Inh_FAH16to70
519	ALL	425391.5	3768508	4.82E-08	3.94YrCancerDerived_Inh_FAH16to70
605	ALL	426091.5	3768908	4.82E-08	3.94YrCancerDerived_Inh_FAH16to70
276	ALL	426841.5	3766958	4.78E-08	3.94YrCancerDerived_Inh_FAH16to70
544	ALL	425541.5	3768658	4.77E-08	3.94YrCancerDerived_Inh_FAH16to70
188	ALL	426091.5	3766808	4.77E-08	3.94YrCancerDerived_Inh_FAH16to70
566	ALL	425691.5	3768758	4.76E-08	3.94YrCancerDerived_Inh_FAH16to70
635	ALL	426441.5	3768958	4.74E-08	3.94YrCancerDerived_Inh_FAH16to70
634	ALL	426391.5	3768958	4.74E-08	3.94YrCancerDerived_Inh_FAH16to70
315	ALL	426991.5	3767108	4.74E-08	3.94YrCancerDerived_Inh_FAH16to70
636	ALL	426491.5	3768958	4.73E-08	3.94YrCancerDerived_Inh_FAH16to70
633	ALL	426341.5	3768958	4.73E-08	3.94YrCancerDerived_Inh_FAH16to70
198	ALL	426591.5	3766808	4.72E-08	3.94YrCancerDerived_Inh_FAH16to70
637	ALL	426541.5	3768958	4.72E-08	3.94YrCancerDerived_Inh_FAH16to70
604	ALL	426041.5	3768908	4.72E-08	3.94YrCancerDerived_Inh_FAH16to70
586	ALL	425891.5	3768858	4.71E-08	3.94YrCancerDerived_Inh_FAH16to70
632	ALL	426291.5	3768958	4.70E-08	3.94YrCancerDerived_Inh_FAH16to70
638	ALL	426591.5	3768958	4.69E-08	3.94YrCancerDerived_Inh_FAH16to70
554	ALL	425591.5	3768708	4.69E-08	3.94YrCancerDerived_Inh_FAH16to70
187	ALL	426041.5	3766808	4.69E-08	3.94YrCancerDerived_Inh_FAH16to70
253	ALL	426791.5	3766908	4.68E-08	3.94YrCancerDerived_Inh_FAH16to70
225	ALL	426691.5	3766858	4.67E-08	3.94YrCancerDerived_Inh_FAH16to70
639	ALL	426641.5	3768958	4.67E-08	3.94YrCancerDerived_Inh_FAH16to70
631	ALL	426241.5	3768958	4.66E-08	3.94YrCancerDerived_Inh_FAH16to70
640	ALL	426691.5	3768958	4.64E-08	3.94YrCancerDerived_Inh_FAH16to70
294	ALL	426941.5	3767008	4.62E-08	3.94YrCancerDerived_Inh_FAH16to70
174	ALL	426491.5	3766758	4.61E-08	3.94YrCancerDerived_Inh_FAH16to70
169	ALL	426241.5	3766758	4.60E-08	3.94YrCancerDerived_Inh_FAH16to70
630	ALL	426191.5	3768958	4.60E-08	3.94YrCancerDerived_Inh_FAH16to70
576	ALL	425741.5	3768808	4.60E-08	3.94YrCancerDerived_Inh_FAH16to70
170	ALL	426291.5	3766758	4.60E-08	3.94YrCancerDerived_Inh_FAH16to70
603	ALL	425991.5	3768908	4.60E-08	3.94YrCancerDerived_Inh_FAH16to70
171	ALL	426341.5	3766758	4.60E-08	3.94YrCancerDerived_Inh_FAH16to70
173	ALL	426441.5	3766758	4.59E-08	3.94YrCancerDerived_Inh_FAH16to70
277	ALL	426891.5	3766958	4.58E-08	3.94YrCancerDerived_Inh_FAH16to70
172	ALL	426391.5	3766758	4.58E-08	3.94YrCancerDerived_Inh_FAH16to70
226	ALL	426741.5	3766858	4.58E-08	3.94YrCancerDerived_Inh_FAH16to70
199	ALL	426641.5	3766808	4.58E-08	3.94YrCancerDerived_Inh_FAH16to70
168	ALL	426191.5	3766758	4.57E-08	3.94YrCancerDerived_Inh_FAH16to70
308	ALL	426991.5	3767058	4.57E-08	3.94YrCancerDerived_Inh_FAH16to70

525	ALL	425391.5	3768558	4.57E-08	3.94YrCancerDerived_Inh_FAH16to70
534	ALL	425441.5	3768608	4.57E-08	3.94YrCancerDerived_Inh_FAH16to70
565	ALL	425641.5	3768758	4.57E-08	3.94YrCancerDerived_Inh_FAH16to70
585	ALL	425841.5	3768858	4.57E-08	3.94YrCancerDerived_Inh_FAH16to70
518	ALL	425341.5	3768508	4.54E-08	3.94YrCancerDerived_Inh_FAH16to70
543	ALL	425491.5	3768658	4.54E-08	3.94YrCancerDerived_Inh_FAH16to70
629	ALL	426141.5	3768958	4.53E-08	3.94YrCancerDerived_Inh_FAH16to70
167	ALL	426141.5	3766758	4.53E-08	3.94YrCancerDerived_Inh_FAH16to70
316	ALL	427041.5	3767108	4.52E-08	3.94YrCancerDerived_Inh_FAH16to70
602	ALL	425941.5	3768908	4.48E-08	3.94YrCancerDerived_Inh_FAH16to70
166	ALL	426091.5	3766758	4.48E-08	3.94YrCancerDerived_Inh_FAH16to70
553	ALL	425541.5	3768708	4.47E-08	3.94YrCancerDerived_Inh_FAH16to70
175	ALL	426541.5	3766758	4.47E-08	3.94YrCancerDerived_Inh_FAH16to70
254	ALL	426841.5	3766908	4.47E-08	3.94YrCancerDerived_Inh_FAH16to70
628	ALL	426091.5	3768958	4.45E-08	3.94YrCancerDerived_Inh_FAH16to70
575	ALL	425691.5	3768808	4.43E-08	3.94YrCancerDerived_Inh_FAH16to70
227	ALL	426791.5	3766858	4.43E-08	3.94YrCancerDerived_Inh_FAH16to70
165	ALL	426041.5	3766758	4.42E-08	3.94YrCancerDerived_Inh_FAH16to70
176	ALL	426591.5	3766758	4.42E-08	3.94YrCancerDerived_Inh_FAH16to70
200	ALL	426691.5	3766808	4.40E-08	3.94YrCancerDerived_Inh_FAH16to70
564	ALL	425591.5	3768758	4.38E-08	3.94YrCancerDerived_Inh_FAH16to70
278	ALL	426941.5	3766958	4.38E-08	3.94YrCancerDerived_Inh_FAH16to70
295	ALL	426991.5	3767008	4.37E-08	3.94YrCancerDerived_Inh_FAH16to70
601	ALL	425891.5	3768908	4.36E-08	3.94YrCancerDerived_Inh_FAH16to70
627	ALL	426041.5	3768958	4.36E-08	3.94YrCancerDerived_Inh_FAH16to70
164	ALL	425991.5	3766758	4.34E-08	3.94YrCancerDerived_Inh_FAH16to70
201	ALL	426741.5	3766808	4.34E-08	3.94YrCancerDerived_Inh_FAH16to70
533	ALL	425391.5	3768608	4.34E-08	3.94YrCancerDerived_Inh_FAH16to70
524	ALL	425341.5	3768558	4.32E-08	3.94YrCancerDerived_Inh_FAH16to70
542	ALL	425441.5	3768658	4.32E-08	3.94YrCancerDerived_Inh_FAH16to70
309	ALL	427041.5	3767058	4.32E-08	3.94YrCancerDerived_Inh_FAH16to70
177	ALL	426641.5	3766758	4.32E-08	3.94YrCancerDerived_Inh_FAH16to70
147	ALL	426341.5	3766708	4.31E-08	3.94YrCancerDerived_Inh_FAH16to70
146	ALL	426291.5	3766708	4.30E-08	3.94YrCancerDerived_Inh_FAH16to70
517	ALL	425291.5	3768508	4.29E-08	3.94YrCancerDerived_Inh_FAH16to70
145	ALL	426241.5	3766708	4.29E-08	3.94YrCancerDerived_Inh_FAH16to70
150	ALL	426491.5	3766708	4.28E-08	3.94YrCancerDerived_Inh_FAH16to70
255	ALL	426891.5	3766908	4.28E-08	3.94YrCancerDerived_Inh_FAH16to70
552	ALL	425491.5	3768708	4.27E-08	3.94YrCancerDerived_Inh_FAH16to70
317	ALL	427091.5	3767108	4.27E-08	3.94YrCancerDerived_Inh_FAH16to70
144	ALL	426191.5	3766708	4.27E-08	3.94YrCancerDerived_Inh_FAH16to70
574	ALL	425641.5	3768808	4.27E-08	3.94YrCancerDerived_Inh_FAH16to70
626	ALL	425991.5	3768958	4.26E-08	3.94YrCancerDerived_Inh_FAH16to70
149	ALL	426441.5	3766708	4.25E-08	3.94YrCancerDerived_Inh_FAH16to70
178	ALL	426691.5	3766758	4.25E-08	3.94YrCancerDerived_Inh_FAH16to70
600	ALL	425841.5	3768908	4.24E-08	3.94YrCancerDerived_Inh_FAH16to70
148	ALL	426391.5	3766708	4.24E-08	3.94YrCancerDerived_Inh_FAH16to70
143	ALL	426141.5	3766708	4.23E-08	3.94YrCancerDerived_Inh_FAH16to70
228	ALL	426841.5	3766858	4.23E-08	3.94YrCancerDerived_Inh_FAH16to70
563	ALL	425541.5	3768758	4.20E-08	3.94YrCancerDerived_Inh_FAH16to70
142	ALL	426091.5	3766708	4.20E-08	3.94YrCancerDerived_Inh_FAH16to70
151	ALL	426591.5	3766708	4.18E-08	3.94YrCancerDerived_Inh_FAH16to70
179	ALL	426741.5	3766758	4.18E-08	3.94YrCancerDerived_Inh_FAH16to70
152	ALL	426641.5	3766708	4.16E-08	3.94YrCancerDerived_Inh_FAH16to70
625	ALL	425941.5	3768958	4.16E-08	3.94YrCancerDerived_Inh_FAH16to70
141	ALL	426041.5	3766708	4.15E-08	3.94YrCancerDerived_Inh_FAH16to70
584	ALL	425691.5	3768858	4.14E-08	3.94YrCancerDerived_Inh_FAH16to70
180	ALL	426791.5	3766758	4.12E-08	3.94YrCancerDerived_Inh_FAH16to70
279	ALL	426991.5	3766958	4.12E-08	3.94YrCancerDerived_Inh_FAH16to70
153	ALL	426691.5	3766708	4.12E-08	3.94YrCancerDerived_Inh_FAH16to70
532	ALL	425341.5	3768608	4.12E-08	3.94YrCancerDerived_Inh_FAH16to70
541	ALL	425391.5	3768658	4.11E-08	3.94YrCancerDerived_Inh_FAH16to70
573	ALL	425591.5	3768808	4.11E-08	3.94YrCancerDerived_Inh_FAH16to70
256	ALL	426941.5	3766908	4.11E-08	3.94YrCancerDerived_Inh_FAH16to70
296	ALL	427041.5	3767008	4.10E-08	3.94YrCancerDerived_Inh_FAH16to70
523	ALL	425291.5	3768558	4.10E-08	3.94YrCancerDerived_Inh_FAH16to70
140	ALL	425991.5	3766708	4.09E-08	3.94YrCancerDerived_Inh_FAH16to70
551	ALL	425441.5	3768708	4.08E-08	3.94YrCancerDerived_Inh_FAH16to70
310	ALL	427091.5	3767058	4.06E-08	3.94YrCancerDerived_Inh_FAH16to70
624	ALL	425891.5	3768958	4.05E-08	3.94YrCancerDerived_Inh_FAH16to70
229	ALL	426891.5	3766858	4.04E-08	3.94YrCancerDerived_Inh_FAH16to70

115	ALL	426291.5	3766658	4.03E-08	3.94YrCancerDerived_Inh_FAH16to70
562	ALL	425491.5	3768758	4.03E-08	3.94YrCancerDerived_Inh_FAH16to70
154	ALL	426741.5	3766708	4.02E-08	3.94YrCancerDerived_Inh_FAH16to70
139	ALL	425941.5	3766708	4.02E-08	3.94YrCancerDerived_Inh_FAH16to70
114	ALL	426241.5	3766658	4.02E-08	3.94YrCancerDerived_Inh_FAH16to70
113	ALL	426191.5	3766658	4.01E-08	3.94YrCancerDerived_Inh_FAH16to70
583	ALL	425641.5	3768858	4.00E-08	3.94YrCancerDerived_Inh_FAH16to70
181	ALL	426841.5	3766758	3.98E-08	3.94YrCancerDerived_Inh_FAH16to70
116	ALL	426341.5	3766658	3.98E-08	3.94YrCancerDerived_Inh_FAH16to70
112	ALL	426141.5	3766658	3.98E-08	3.94YrCancerDerived_Inh_FAH16to70
117	ALL	426391.5	3766658	3.97E-08	3.94YrCancerDerived_Inh_FAH16to70
121	ALL	426641.5	3766658	3.97E-08	3.94YrCancerDerived_Inh_FAH16to70
120	ALL	426541.5	3766658	3.96E-08	3.94YrCancerDerived_Inh_FAH16to70
572	ALL	425541.5	3768808	3.95E-08	3.94YrCancerDerived_Inh_FAH16to70
623	ALL	425841.5	3768958	3.95E-08	3.94YrCancerDerived_Inh_FAH16to70
118	ALL	426441.5	3766658	3.94E-08	3.94YrCancerDerived_Inh_FAH16to70
111	ALL	426091.5	3766658	3.94E-08	3.94YrCancerDerived_Inh_FAH16to70
155	ALL	426791.5	3766708	3.93E-08	3.94YrCancerDerived_Inh_FAH16to70
540	ALL	425341.5	3768658	3.92E-08	3.94YrCancerDerived_Inh_FAH16to70
257	ALL	426991.5	3766908	3.91E-08	3.94YrCancerDerived_Inh_FAH16to70
119	ALL	426491.5	3766658	3.91E-08	3.94YrCancerDerived_Inh_FAH16to70
531	ALL	425291.5	3768608	3.91E-08	3.94YrCancerDerived_Inh_FAH16to70
122	ALL	426691.5	3766658	3.91E-08	3.94YrCancerDerived_Inh_FAH16to70
138	ALL	425891.5	3766708	3.90E-08	3.94YrCancerDerived_Inh_FAH16to70
110	ALL	426041.5	3766658	3.90E-08	3.94YrCancerDerived_Inh_FAH16to70
550	ALL	425391.5	3768708	3.90E-08	3.94YrCancerDerived_Inh_FAH16to70
230	ALL	426941.5	3766858	3.89E-08	3.94YrCancerDerived_Inh_FAH16to70
522	ALL	425241.5	3768558	3.89E-08	3.94YrCancerDerived_Inh_FAH16to70
280	ALL	427041.5	3766958	3.88E-08	3.94YrCancerDerived_Inh_FAH16to70
599	ALL	425691.5	3768908	3.87E-08	3.94YrCancerDerived_Inh_FAH16to70
109	ALL	425991.5	3766658	3.86E-08	3.94YrCancerDerived_Inh_FAH16to70
561	ALL	425441.5	3768758	3.86E-08	3.94YrCancerDerived_Inh_FAH16to70
582	ALL	425591.5	3768858	3.86E-08	3.94YrCancerDerived_Inh_FAH16to70
297	ALL	427091.5	3767008	3.83E-08	3.94YrCancerDerived_Inh_FAH16to70
123	ALL	426741.5	3766658	3.83E-08	3.94YrCancerDerived_Inh_FAH16to70
156	ALL	426841.5	3766708	3.81E-08	3.94YrCancerDerived_Inh_FAH16to70
571	ALL	425491.5	3768808	3.80E-08	3.94YrCancerDerived_Inh_FAH16to70
108	ALL	425941.5	3766658	3.78E-08	3.94YrCancerDerived_Inh_FAH16to70
82	ALL	426291.5	3766608	3.78E-08	3.94YrCancerDerived_Inh_FAH16to70
80	ALL	426191.5	3766608	3.78E-08	3.94YrCancerDerived_Inh_FAH16to70
81	ALL	426241.5	3766608	3.78E-08	3.94YrCancerDerived_Inh_FAH16to70
89	ALL	426641.5	3766608	3.76E-08	3.94YrCancerDerived_Inh_FAH16to70
79	ALL	426141.5	3766608	3.75E-08	3.94YrCancerDerived_Inh_FAH16to70
598	ALL	425641.5	3768908	3.75E-08	3.94YrCancerDerived_Inh_FAH16to70
124	ALL	426791.5	3766658	3.75E-08	3.94YrCancerDerived_Inh_FAH16to70
231	ALL	426991.5	3766858	3.75E-08	3.94YrCancerDerived_Inh_FAH16to70
539	ALL	425291.5	3768658	3.74E-08	3.94YrCancerDerived_Inh_FAH16to70
84	ALL	426391.5	3766608	3.73E-08	3.94YrCancerDerived_Inh_FAH16to70
202	ALL	426941.5	3766808	3.73E-08	3.94YrCancerDerived_Inh_FAH16to70
258	ALL	427041.5	3766908	3.73E-08	3.94YrCancerDerived_Inh_FAH16to70
549	ALL	425341.5	3768708	3.73E-08	3.94YrCancerDerived_Inh_FAH16to70
88	ALL	426591.5	3766608	3.73E-08	3.94YrCancerDerived_Inh_FAH16to70
530	ALL	425241.5	3768608	3.73E-08	3.94YrCancerDerived_Inh_FAH16to70
581	ALL	425541.5	3768858	3.73E-08	3.94YrCancerDerived_Inh_FAH16to70
83	ALL	426341.5	3766608	3.72E-08	3.94YrCancerDerived_Inh_FAH16to70
78	ALL	426091.5	3766608	3.72E-08	3.94YrCancerDerived_Inh_FAH16to70
87	ALL	426541.5	3766608	3.71E-08	3.94YrCancerDerived_Inh_FAH16to70
560	ALL	425391.5	3768758	3.70E-08	3.94YrCancerDerived_Inh_FAH16to70
107	ALL	425891.5	3766658	3.70E-08	3.94YrCancerDerived_Inh_FAH16to70
86	ALL	426491.5	3766608	3.69E-08	3.94YrCancerDerived_Inh_FAH16to70
157	ALL	426891.5	3766708	3.69E-08	3.94YrCancerDerived_Inh_FAH16to70
521	ALL	425191.5	3768558	3.69E-08	3.94YrCancerDerived_Inh_FAH16to70
77	ALL	426041.5	3766608	3.69E-08	3.94YrCancerDerived_Inh_FAH16to70
281	ALL	427091.5	3766958	3.67E-08	3.94YrCancerDerived_Inh_FAH16to70
85	ALL	426441.5	3766608	3.67E-08	3.94YrCancerDerived_Inh_FAH16to70
570	ALL	425441.5	3768808	3.66E-08	3.94YrCancerDerived_Inh_FAH16to70
76	ALL	425991.5	3766608	3.65E-08	3.94YrCancerDerived_Inh_FAH16to70
90	ALL	426741.5	3766608	3.64E-08	3.94YrCancerDerived_Inh_FAH16to70
203	ALL	426991.5	3766808	3.64E-08	3.94YrCancerDerived_Inh_FAH16to70
622	ALL	425691.5	3768958	3.64E-08	3.94YrCancerDerived_Inh_FAH16to70
597	ALL	425591.5	3768908	3.63E-08	3.94YrCancerDerived_Inh_FAH16to70

125	ALL	426841.5	3766658	3.61E-08	3.94YrCancerDerived_Inh_FAH16to70
106	ALL	425841.5	3766658	3.61E-08	3.94YrCancerDerived_Inh_FAH16to70
75	ALL	425941.5	3766608	3.60E-08	3.94YrCancerDerived_Inh_FAH16to70
232	ALL	427041.5	3766858	3.60E-08	3.94YrCancerDerived_Inh_FAH16to70
580	ALL	425491.5	3768858	3.59E-08	3.94YrCancerDerived_Inh_FAH16to70
158	ALL	426941.5	3766708	3.58E-08	3.94YrCancerDerived_Inh_FAH16to70
538	ALL	425241.5	3768658	3.57E-08	3.94YrCancerDerived_Inh_FAH16to70
548	ALL	425291.5	3768708	3.57E-08	3.94YrCancerDerived_Inh_FAH16to70
91	ALL	426791.5	3766608	3.57E-08	3.94YrCancerDerived_Inh_FAH16to70
56	ALL	426641.5	3766558	3.56E-08	3.94YrCancerDerived_Inh_FAH16to70
48	ALL	426241.5	3766558	3.56E-08	3.94YrCancerDerived_Inh_FAH16to70
182	ALL	426991.5	3766758	3.55E-08	3.94YrCancerDerived_Inh_FAH16to70
55	ALL	426591.5	3766558	3.55E-08	3.94YrCancerDerived_Inh_FAH16to70
47	ALL	426191.5	3766558	3.55E-08	3.94YrCancerDerived_Inh_FAH16to70
259	ALL	427091.5	3766908	3.55E-08	3.94YrCancerDerived_Inh_FAH16to70
559	ALL	425341.5	3768758	3.55E-08	3.94YrCancerDerived_Inh_FAH16to70
529	ALL	425191.5	3768608	3.55E-08	3.94YrCancerDerived_Inh_FAH16to70
46	ALL	426141.5	3766558	3.54E-08	3.94YrCancerDerived_Inh_FAH16to70
57	ALL	426691.5	3766558	3.54E-08	3.94YrCancerDerived_Inh_FAH16to70
621	ALL	425641.5	3768958	3.53E-08	3.94YrCancerDerived_Inh_FAH16to70
45	ALL	426091.5	3766558	3.52E-08	3.94YrCancerDerived_Inh_FAH16to70
126	ALL	426891.5	3766658	3.52E-08	3.94YrCancerDerived_Inh_FAH16to70
54	ALL	426541.5	3766558	3.52E-08	3.94YrCancerDerived_Inh_FAH16to70
569	ALL	425391.5	3768808	3.52E-08	3.94YrCancerDerived_Inh_FAH16to70
50	ALL	426341.5	3766558	3.52E-08	3.94YrCancerDerived_Inh_FAH16to70
596	ALL	425541.5	3768908	3.52E-08	3.94YrCancerDerived_Inh_FAH16to70
204	ALL	427041.5	3766808	3.52E-08	3.94YrCancerDerived_Inh_FAH16to70
74	ALL	425891.5	3766608	3.51E-08	3.94YrCancerDerived_Inh_FAH16to70
49	ALL	426291.5	3766558	3.51E-08	3.94YrCancerDerived_Inh_FAH16to70
58	ALL	426741.5	3766558	3.51E-08	3.94YrCancerDerived_Inh_FAH16to70
53	ALL	426491.5	3766558	3.50E-08	3.94YrCancerDerived_Inh_FAH16to70
52	ALL	426441.5	3766558	3.49E-08	3.94YrCancerDerived_Inh_FAH16to70
51	ALL	426391.5	3766558	3.49E-08	3.94YrCancerDerived_Inh_FAH16to70
44	ALL	426041.5	3766558	3.48E-08	3.94YrCancerDerived_Inh_FAH16to70
579	ALL	425441.5	3768858	3.47E-08	3.94YrCancerDerived_Inh_FAH16to70
233	ALL	427091.5	3766858	3.46E-08	3.94YrCancerDerived_Inh_FAH16to70
43	ALL	425991.5	3766558	3.45E-08	3.94YrCancerDerived_Inh_FAH16to70
92	ALL	426841.5	3766608	3.43E-08	3.94YrCancerDerived_Inh_FAH16to70
620	ALL	425591.5	3768958	3.43E-08	3.94YrCancerDerived_Inh_FAH16to70
127	ALL	426941.5	3766658	3.43E-08	3.94YrCancerDerived_Inh_FAH16to70
547	ALL	425241.5	3768708	3.42E-08	3.94YrCancerDerived_Inh_FAH16to70
42	ALL	425941.5	3766558	3.41E-08	3.94YrCancerDerived_Inh_FAH16to70
537	ALL	425191.5	3768658	3.41E-08	3.94YrCancerDerived_Inh_FAH16to70
73	ALL	425841.5	3766608	3.41E-08	3.94YrCancerDerived_Inh_FAH16to70
595	ALL	425491.5	3768908	3.40E-08	3.94YrCancerDerived_Inh_FAH16to70
558	ALL	425291.5	3768758	3.40E-08	3.94YrCancerDerived_Inh_FAH16to70
20	ALL	426641.5	3766508	3.39E-08	3.94YrCancerDerived_Inh_FAH16to70
19	ALL	426591.5	3766508	3.39E-08	3.94YrCancerDerived_Inh_FAH16to70
528	ALL	425141.5	3768608	3.38E-08	3.94YrCancerDerived_Inh_FAH16to70
568	ALL	425341.5	3768808	3.38E-08	3.94YrCancerDerived_Inh_FAH16to70
21	ALL	426691.5	3766508	3.38E-08	3.94YrCancerDerived_Inh_FAH16to70
205	ALL	427091.5	3766808	3.37E-08	3.94YrCancerDerived_Inh_FAH16to70
12	ALL	426241.5	3766508	3.37E-08	3.94YrCancerDerived_Inh_FAH16to70
93	ALL	426891.5	3766608	3.37E-08	3.94YrCancerDerived_Inh_FAH16to70
11	ALL	426191.5	3766508	3.37E-08	3.94YrCancerDerived_Inh_FAH16to70
10	ALL	426141.5	3766508	3.37E-08	3.94YrCancerDerived_Inh_FAH16to70
41	ALL	425891.5	3766558	3.36E-08	3.94YrCancerDerived_Inh_FAH16to70
18	ALL	426541.5	3766508	3.36E-08	3.94YrCancerDerived_Inh_FAH16to70
22	ALL	426741.5	3766508	3.35E-08	3.94YrCancerDerived_Inh_FAH16to70
578	ALL	425391.5	3768858	3.34E-08	3.94YrCancerDerived_Inh_FAH16to70
9	ALL	426091.5	3766508	3.34E-08	3.94YrCancerDerived_Inh_FAH16to70
128	ALL	426991.5	3766658	3.34E-08	3.94YrCancerDerived_Inh_FAH16to70
17	ALL	426491.5	3766508	3.33E-08	3.94YrCancerDerived_Inh_FAH16to70
619	ALL	425541.5	3768958	3.33E-08	3.94YrCancerDerived_Inh_FAH16to70
14	ALL	426341.5	3766508	3.33E-08	3.94YrCancerDerived_Inh_FAH16to70
13	ALL	426291.5	3766508	3.33E-08	3.94YrCancerDerived_Inh_FAH16to70
94	ALL	426941.5	3766608	3.31E-08	3.94YrCancerDerived_Inh_FAH16to70
72	ALL	425791.5	3766608	3.31E-08	3.94YrCancerDerived_Inh_FAH16to70
16	ALL	426441.5	3766508	3.31E-08	3.94YrCancerDerived_Inh_FAH16to70
15	ALL	426391.5	3766508	3.30E-08	3.94YrCancerDerived_Inh_FAH16to70
594	ALL	425441.5	3768908	3.29E-08	3.94YrCancerDerived_Inh_FAH16to70

8	ALL	426041.5	3766508	3.29E-08	3.94YrCancerDerived_Inh_FAH16to70
59	ALL	426891.5	3766558	3.27E-08	3.94YrCancerDerived_Inh_FAH16to70
546	ALL	425191.5	3768708	3.27E-08	3.94YrCancerDerived_Inh_FAH16to70
557	ALL	425241.5	3768758	3.27E-08	3.94YrCancerDerived_Inh_FAH16to70
567	ALL	425291.5	3768808	3.26E-08	3.94YrCancerDerived_Inh_FAH16to70
23	ALL	426791.5	3766508	3.25E-08	3.94YrCancerDerived_Inh_FAH16to70
7	ALL	425991.5	3766508	3.24E-08	3.94YrCancerDerived_Inh_FAH16to70
95	ALL	426991.5	3766608	3.24E-08	3.94YrCancerDerived_Inh_FAH16to70
577	ALL	425341.5	3768858	3.23E-08	3.94YrCancerDerived_Inh_FAH16to70
618	ALL	425491.5	3768958	3.22E-08	3.94YrCancerDerived_Inh_FAH16to70
40	ALL	425841.5	3766558	3.22E-08	3.94YrCancerDerived_Inh_FAH16to70
24	ALL	426841.5	3766508	3.19E-08	3.94YrCancerDerived_Inh_FAH16to70
6	ALL	425941.5	3766508	3.19E-08	3.94YrCancerDerived_Inh_FAH16to70
60	ALL	426941.5	3766558	3.19E-08	3.94YrCancerDerived_Inh_FAH16to70
593	ALL	425391.5	3768908	3.18E-08	3.94YrCancerDerived_Inh_FAH16to70
96	ALL	427041.5	3766608	3.17E-08	3.94YrCancerDerived_Inh_FAH16to70
5	ALL	425891.5	3766508	3.17E-08	3.94YrCancerDerived_Inh_FAH16to70
39	ALL	425791.5	3766558	3.14E-08	3.94YrCancerDerived_Inh_FAH16to70
25	ALL	426891.5	3766508	3.14E-08	3.94YrCancerDerived_Inh_FAH16to70
61	ALL	426991.5	3766558	3.12E-08	3.94YrCancerDerived_Inh_FAH16to70
38	ALL	425741.5	3766558	3.07E-08	3.94YrCancerDerived_Inh_FAH16to70
26	ALL	426941.5	3766508	3.07E-08	3.94YrCancerDerived_Inh_FAH16to70
62	ALL	427041.5	3766558	3.06E-08	3.94YrCancerDerived_Inh_FAH16to70
4	ALL	425841.5	3766508	3.06E-08	3.94YrCancerDerived_Inh_FAH16to70
3	ALL	425791.5	3766508	3.01E-08	3.94YrCancerDerived_Inh_FAH16to70
27	ALL	426991.5	3766508	3.01E-08	3.94YrCancerDerived_Inh_FAH16to70
129	ALL	427141.5	3766658	2.97E-08	3.94YrCancerDerived_Inh_FAH16to70
234	ALL	427241.5	3766858	2.97E-08	3.94YrCancerDerived_Inh_FAH16to70
28	ALL	427041.5	3766508	2.95E-08	3.94YrCancerDerived_Inh_FAH16to70
2	ALL	425741.5	3766508	2.89E-08	3.94YrCancerDerived_Inh_FAH16to70
97	ALL	427141.5	3766608	2.89E-08	3.94YrCancerDerived_Inh_FAH16to70
206	ALL	427241.5	3766808	2.88E-08	3.94YrCancerDerived_Inh_FAH16to70
130	ALL	427191.5	3766658	2.86E-08	3.94YrCancerDerived_Inh_FAH16to70
235	ALL	427291.5	3766858	2.85E-08	3.94YrCancerDerived_Inh_FAH16to70
63	ALL	427141.5	3766558	2.83E-08	3.94YrCancerDerived_Inh_FAH16to70
1	ALL	425691.5	3766508	2.80E-08	3.94YrCancerDerived_Inh_FAH16to70
98	ALL	427191.5	3766608	2.80E-08	3.94YrCancerDerived_Inh_FAH16to70
131	ALL	427241.5	3766658	2.79E-08	3.94YrCancerDerived_Inh_FAH16to70
260	ALL	427391.5	3766908	2.78E-08	3.94YrCancerDerived_Inh_FAH16to70
29	ALL	427141.5	3766508	2.78E-08	3.94YrCancerDerived_Inh_FAH16to70
207	ALL	427291.5	3766808	2.76E-08	3.94YrCancerDerived_Inh_FAH16to70
64	ALL	427191.5	3766558	2.76E-08	3.94YrCancerDerived_Inh_FAH16to70
99	ALL	427241.5	3766608	2.74E-08	3.94YrCancerDerived_Inh_FAH16to70
30	ALL	427191.5	3766508	2.71E-08	3.94YrCancerDerived_Inh_FAH16to70
236	ALL	427391.5	3766858	2.71E-08	3.94YrCancerDerived_Inh_FAH16to70
132	ALL	427291.5	3766658	2.71E-08	3.94YrCancerDerived_Inh_FAH16to70
65	ALL	427241.5	3766558	2.69E-08	3.94YrCancerDerived_Inh_FAH16to70
261	ALL	427441.5	3766908	2.69E-08	3.94YrCancerDerived_Inh_FAH16to70
208	ALL	427341.5	3766808	2.66E-08	3.94YrCancerDerived_Inh_FAH16to70
100	ALL	427291.5	3766608	2.66E-08	3.94YrCancerDerived_Inh_FAH16to70
31	ALL	427241.5	3766508	2.64E-08	3.94YrCancerDerived_Inh_FAH16to70
237	ALL	427441.5	3766858	2.63E-08	3.94YrCancerDerived_Inh_FAH16to70
209	ALL	427391.5	3766808	2.61E-08	3.94YrCancerDerived_Inh_FAH16to70
159	ALL	427341.5	3766708	2.61E-08	3.94YrCancerDerived_Inh_FAH16to70
66	ALL	427291.5	3766558	2.61E-08	3.94YrCancerDerived_Inh_FAH16to70
133	ALL	427341.5	3766658	2.59E-08	3.94YrCancerDerived_Inh_FAH16to70
262	ALL	427491.5	3766908	2.59E-08	3.94YrCancerDerived_Inh_FAH16to70
32	ALL	427291.5	3766508	2.57E-08	3.94YrCancerDerived_Inh_FAH16to70
101	ALL	427341.5	3766608	2.56E-08	3.94YrCancerDerived_Inh_FAH16to70
183	ALL	427391.5	3766758	2.56E-08	3.94YrCancerDerived_Inh_FAH16to70
210	ALL	427441.5	3766808	2.55E-08	3.94YrCancerDerived_Inh_FAH16to70
238	ALL	427491.5	3766858	2.55E-08	3.94YrCancerDerived_Inh_FAH16to70
67	ALL	427341.5	3766558	2.53E-08	3.94YrCancerDerived_Inh_FAH16to70
263	ALL	427541.5	3766908	2.52E-08	3.94YrCancerDerived_Inh_FAH16to70
160	ALL	427391.5	3766708	2.52E-08	3.94YrCancerDerived_Inh_FAH16to70
33	ALL	427341.5	3766508	2.50E-08	3.94YrCancerDerived_Inh_FAH16to70
134	ALL	427391.5	3766658	2.49E-08	3.94YrCancerDerived_Inh_FAH16to70
184	ALL	427441.5	3766758	2.48E-08	3.94YrCancerDerived_Inh_FAH16to70
239	ALL	427541.5	3766858	2.48E-08	3.94YrCancerDerived_Inh_FAH16to70
102	ALL	427391.5	3766608	2.48E-08	3.94YrCancerDerived_Inh_FAH16to70
211	ALL	427491.5	3766808	2.47E-08	3.94YrCancerDerived_Inh_FAH16to70

68	ALL	427391.5	3766558	2.45E-08	3.94YrCancerDerived_Inh_FAH16to70
161	ALL	427441.5	3766708	2.43E-08	3.94YrCancerDerived_Inh_FAH16to70
34	ALL	427391.5	3766508	2.42E-08	3.94YrCancerDerived_Inh_FAH16to70
69	ALL	427441.5	3766558	2.40E-08	3.94YrCancerDerived_Inh_FAH16to70
212	ALL	427541.5	3766808	2.40E-08	3.94YrCancerDerived_Inh_FAH16to70
185	ALL	427491.5	3766758	2.40E-08	3.94YrCancerDerived_Inh_FAH16to70
35	ALL	427441.5	3766508	2.38E-08	3.94YrCancerDerived_Inh_FAH16to70
135	ALL	427441.5	3766658	2.37E-08	3.94YrCancerDerived_Inh_FAH16to70
103	ALL	427441.5	3766608	2.36E-08	3.94YrCancerDerived_Inh_FAH16to70
70	ALL	427491.5	3766558	2.35E-08	3.94YrCancerDerived_Inh_FAH16to70
162	ALL	427491.5	3766708	2.34E-08	3.94YrCancerDerived_Inh_FAH16to70
186	ALL	427541.5	3766758	2.32E-08	3.94YrCancerDerived_Inh_FAH16to70
36	ALL	427491.5	3766508	2.32E-08	3.94YrCancerDerived_Inh_FAH16to70
104	ALL	427491.5	3766608	2.31E-08	3.94YrCancerDerived_Inh_FAH16to70
71	ALL	427541.5	3766558	2.30E-08	3.94YrCancerDerived_Inh_FAH16to70
105	ALL	427541.5	3766608	2.30E-08	3.94YrCancerDerived_Inh_FAH16to70
136	ALL	427491.5	3766658	2.29E-08	3.94YrCancerDerived_Inh_FAH16to70
37	ALL	427541.5	3766508	2.26E-08	3.94YrCancerDerived_Inh_FAH16to70
163	ALL	427541.5	3766708	2.26E-08	3.94YrCancerDerived_Inh_FAH16to70
137	ALL	427541.5	3766658	2.26E-08	3.94YrCancerDerived_Inh_FAH16to70

*HARP - HRACalc v22118 5/29/2025 2:51:36 PM - Chronic Risk - Input File: C:\Users\imcintire\Desktop\HARP2\ELEPHANT_HILL_RES_PROJECT_UNMIT\hra\Elephant_Hill_Res_Unmit_V3_HRAInput.hra

REC	GRP	NETID	X	Y	SCENARIO	MAXHI
409	ALL		426503.3	3767850	NonCancerChronicDerived_Inh	5.36E-03
657	ALL		426466.6	3767821	NonCancerChronicDerived_Inh	5.12E-03
410	ALL		426538.5	3767877	NonCancerChronicDerived_Inh	5.00E-03
396	ALL		426432.8	3767793	NonCancerChronicDerived_Inh	4.50E-03
397	ALL		426491.5	3767808	NonCancerChronicDerived_Inh	3.45E-03
656	ALL		426768.1	3768009	NonCancerChronicDerived_Inh	2.71E-03
385	ALL		426491.5	3767758	NonCancerChronicDerived_Inh	1.99E-03
655	ALL		426806.3	3768033	NonCancerChronicDerived_Inh	1.93E-03
376	ALL		426391.5	3767708	NonCancerChronicDerived_Inh	1.65E-03
465	ALL		426841.5	3768058	NonCancerChronicDerived_Inh	1.39E-03
377	ALL		426441.5	3767708	NonCancerChronicDerived_Inh	1.38E-03
450	ALL		426841.5	3768008	NonCancerChronicDerived_Inh	1.33E-03
367	ALL		426341.5	3767658	NonCancerChronicDerived_Inh	1.12E-03
368	ALL		426391.5	3767658	NonCancerChronicDerived_Inh	9.96E-04
466	ALL		426891.5	3768058	NonCancerChronicDerived_Inh	9.61E-04
451	ALL		426891.5	3768008	NonCancerChronicDerived_Inh	9.57E-04
369	ALL		426441.5	3767658	NonCancerChronicDerived_Inh	8.82E-04
436	ALL		426891.5	3767958	NonCancerChronicDerived_Inh	8.66E-04
370	ALL		426491.5	3767658	NonCancerChronicDerived_Inh	7.81E-04
357	ALL		426291.5	3767608	NonCancerChronicDerived_Inh	7.79E-04
356	ALL		426241.5	3767608	NonCancerChronicDerived_Inh	7.70E-04
358	ALL		426341.5	3767608	NonCancerChronicDerived_Inh	7.39E-04
467	ALL		426941.5	3768058	NonCancerChronicDerived_Inh	7.35E-04
452	ALL		426941.5	3768008	NonCancerChronicDerived_Inh	7.32E-04
359	ALL		426391.5	3767608	NonCancerChronicDerived_Inh	6.86E-04
480	ALL		426941.5	3768108	NonCancerChronicDerived_Inh	6.86E-04
437	ALL		426941.5	3767958	NonCancerChronicDerived_Inh	6.79E-04
360	ALL		426441.5	3767608	NonCancerChronicDerived_Inh	6.26E-04
423	ALL		426941.5	3767908	NonCancerChronicDerived_Inh	6.10E-04
468	ALL		426991.5	3768058	NonCancerChronicDerived_Inh	5.95E-04
453	ALL		426991.5	3768008	NonCancerChronicDerived_Inh	5.92E-04
361	ALL		426491.5	3767608	NonCancerChronicDerived_Inh	5.66E-04
481	ALL		426991.5	3768108	NonCancerChronicDerived_Inh	5.64E-04
438	ALL		426991.5	3767958	NonCancerChronicDerived_Inh	5.58E-04
350	ALL		426291.5	3767558	NonCancerChronicDerived_Inh	5.54E-04
349	ALL		426241.5	3767558	NonCancerChronicDerived_Inh	5.46E-04
351	ALL		426341.5	3767558	NonCancerChronicDerived_Inh	5.36E-04
348	ALL		426191.5	3767558	NonCancerChronicDerived_Inh	5.26E-04
424	ALL		426991.5	3767908	NonCancerChronicDerived_Inh	5.08E-04
352	ALL		426391.5	3767558	NonCancerChronicDerived_Inh	5.06E-04
469	ALL		427041.5	3768058	NonCancerChronicDerived_Inh	4.96E-04
454	ALL		427041.5	3768008	NonCancerChronicDerived_Inh	4.91E-04
482	ALL		427041.5	3768108	NonCancerChronicDerived_Inh	4.76E-04
353	ALL		426441.5	3767558	NonCancerChronicDerived_Inh	4.72E-04
439	ALL		427041.5	3767958	NonCancerChronicDerived_Inh	4.68E-04
411	ALL		426991.5	3767858	NonCancerChronicDerived_Inh	4.53E-04
354	ALL		426491.5	3767558	NonCancerChronicDerived_Inh	4.38E-04
493	ALL		427041.5	3768158	NonCancerChronicDerived_Inh	4.37E-04
425	ALL		427041.5	3767908	NonCancerChronicDerived_Inh	4.31E-04
470	ALL		427091.5	3768058	NonCancerChronicDerived_Inh	4.21E-04
343	ALL		426291.5	3767508	NonCancerChronicDerived_Inh	4.17E-04
455	ALL		427091.5	3768008	NonCancerChronicDerived_Inh	4.17E-04
344	ALL		426341.5	3767508	NonCancerChronicDerived_Inh	4.14E-04
342	ALL		426241.5	3767508	NonCancerChronicDerived_Inh	4.12E-04
483	ALL		427091.5	3768108	NonCancerChronicDerived_Inh	4.09E-04
345	ALL		426391.5	3767508	NonCancerChronicDerived_Inh	4.00E-04
440	ALL		427091.5	3767958	NonCancerChronicDerived_Inh	3.99E-04
341	ALL		426191.5	3767508	NonCancerChronicDerived_Inh	3.95E-04
412	ALL		427041.5	3767858	NonCancerChronicDerived_Inh	3.90E-04
494	ALL		427091.5	3768158	NonCancerChronicDerived_Inh	3.82E-04
346	ALL		426441.5	3767508	NonCancerChronicDerived_Inh	3.78E-04
426	ALL		427091.5	3767908	NonCancerChronicDerived_Inh	3.71E-04
471	ALL		427141.5	3768058	NonCancerChronicDerived_Inh	3.63E-04
456	ALL		427141.5	3768008	NonCancerChronicDerived_Inh	3.59E-04
347	ALL		426491.5	3767508	NonCancerChronicDerived_Inh	3.57E-04
484	ALL		427141.5	3768108	NonCancerChronicDerived_Inh	3.55E-04
398	ALL		427041.5	3767808	NonCancerChronicDerived_Inh	3.46E-04
441	ALL		427141.5	3767958	NonCancerChronicDerived_Inh	3.44E-04
413	ALL		427091.5	3767858	NonCancerChronicDerived_Inh	3.38E-04
495	ALL		427141.5	3768158	NonCancerChronicDerived_Inh	3.36E-04
336	ALL		426291.5	3767458	NonCancerChronicDerived_Inh	3.29E-04
337	ALL		426341.5	3767458	NonCancerChronicDerived_Inh	3.28E-04
335	ALL		426241.5	3767458	NonCancerChronicDerived_Inh	3.26E-04
427	ALL		427141.5	3767908	NonCancerChronicDerived_Inh	3.23E-04
338	ALL		426391.5	3767458	NonCancerChronicDerived_Inh	3.20E-04
472	ALL		427191.5	3768058	NonCancerChronicDerived_Inh	3.16E-04
334	ALL		426191.5	3767458	NonCancerChronicDerived_Inh	3.16E-04
457	ALL		427191.5	3768008	NonCancerChronicDerived_Inh	3.13E-04
485	ALL		427191.5	3768108	NonCancerChronicDerived_Inh	3.12E-04

504	ALL	427141.5	3768208	NonCancerChronicDerived_Inh	3.10E-04
339	ALL	426441.5	3767458	NonCancerChronicDerived_Inh	3.07E-04
399	ALL	427091.5	3767808	NonCancerChronicDerived_Inh	3.04E-04
442	ALL	427191.5	3767958	NonCancerChronicDerived_Inh	3.01E-04
496	ALL	427191.5	3768158	NonCancerChronicDerived_Inh	2.98E-04
414	ALL	427141.5	3767858	NonCancerChronicDerived_Inh	2.97E-04
340	ALL	426491.5	3767458	NonCancerChronicDerived_Inh	2.91E-04
428	ALL	427191.5	3767908	NonCancerChronicDerived_Inh	2.84E-04
473	ALL	427241.5	3768058	NonCancerChronicDerived_Inh	2.79E-04
505	ALL	427191.5	3768208	NonCancerChronicDerived_Inh	2.79E-04
486	ALL	427241.5	3768108	NonCancerChronicDerived_Inh	2.76E-04
458	ALL	427241.5	3768008	NonCancerChronicDerived_Inh	2.75E-04
329	ALL	426291.5	3767408	NonCancerChronicDerived_Inh	2.72E-04
386	ALL	427091.5	3767758	NonCancerChronicDerived_Inh	2.69E-04
400	ALL	427141.5	3767808	NonCancerChronicDerived_Inh	2.69E-04
330	ALL	426341.5	3767408	NonCancerChronicDerived_Inh	2.68E-04
497	ALL	427241.5	3768158	NonCancerChronicDerived_Inh	2.66E-04
443	ALL	427241.5	3767958	NonCancerChronicDerived_Inh	2.66E-04
415	ALL	427191.5	3767858	NonCancerChronicDerived_Inh	2.63E-04
331	ALL	426391.5	3767408	NonCancerChronicDerived_Inh	2.63E-04
332	ALL	426441.5	3767408	NonCancerChronicDerived_Inh	2.54E-04
506	ALL	427241.5	3768208	NonCancerChronicDerived_Inh	2.52E-04
429	ALL	427241.5	3767908	NonCancerChronicDerived_Inh	2.52E-04
474	ALL	427291.5	3768058	NonCancerChronicDerived_Inh	2.48E-04
487	ALL	427291.5	3768108	NonCancerChronicDerived_Inh	2.46E-04
459	ALL	427291.5	3768008	NonCancerChronicDerived_Inh	2.45E-04
333	ALL	426491.5	3767408	NonCancerChronicDerived_Inh	2.43E-04
387	ALL	427141.5	3767758	NonCancerChronicDerived_Inh	2.41E-04
401	ALL	427191.5	3767808	NonCancerChronicDerived_Inh	2.40E-04
498	ALL	427291.5	3768158	NonCancerChronicDerived_Inh	2.39E-04
444	ALL	427291.5	3767958	NonCancerChronicDerived_Inh	2.37E-04
416	ALL	427241.5	3767858	NonCancerChronicDerived_Inh	2.35E-04
507	ALL	427291.5	3768208	NonCancerChronicDerived_Inh	2.28E-04
430	ALL	427291.5	3767908	NonCancerChronicDerived_Inh	2.25E-04
475	ALL	427341.5	3768058	NonCancerChronicDerived_Inh	2.22E-04
488	ALL	427341.5	3768108	NonCancerChronicDerived_Inh	2.21E-04
327	ALL	426391.5	3767358	NonCancerChronicDerived_Inh	2.21E-04
460	ALL	427341.5	3768008	NonCancerChronicDerived_Inh	2.19E-04
388	ALL	427191.5	3767758	NonCancerChronicDerived_Inh	2.17E-04
499	ALL	427341.5	3768158	NonCancerChronicDerived_Inh	2.16E-04
402	ALL	427241.5	3767808	NonCancerChronicDerived_Inh	2.16E-04
328	ALL	426441.5	3767358	NonCancerChronicDerived_Inh	2.15E-04
445	ALL	427341.5	3767958	NonCancerChronicDerived_Inh	2.12E-04
417	ALL	427291.5	3767858	NonCancerChronicDerived_Inh	2.11E-04
508	ALL	427341.5	3768208	NonCancerChronicDerived_Inh	2.07E-04
431	ALL	427341.5	3767908	NonCancerChronicDerived_Inh	2.02E-04
476	ALL	427391.5	3768058	NonCancerChronicDerived_Inh	2.00E-04
489	ALL	427391.5	3768108	NonCancerChronicDerived_Inh	2.00E-04
461	ALL	427391.5	3768008	NonCancerChronicDerived_Inh	1.97E-04
389	ALL	427241.5	3767758	NonCancerChronicDerived_Inh	1.97E-04
500	ALL	427391.5	3768158	NonCancerChronicDerived_Inh	1.96E-04
403	ALL	427291.5	3767808	NonCancerChronicDerived_Inh	1.95E-04
446	ALL	427391.5	3767958	NonCancerChronicDerived_Inh	1.92E-04
418	ALL	427341.5	3767858	NonCancerChronicDerived_Inh	1.91E-04
509	ALL	427391.5	3768208	NonCancerChronicDerived_Inh	1.89E-04
432	ALL	427391.5	3767908	NonCancerChronicDerived_Inh	1.83E-04
477	ALL	427441.5	3768058	NonCancerChronicDerived_Inh	1.82E-04
490	ALL	427441.5	3768108	NonCancerChronicDerived_Inh	1.82E-04
513	ALL	427391.5	3768258	NonCancerChronicDerived_Inh	1.81E-04
462	ALL	427441.5	3768008	NonCancerChronicDerived_Inh	1.79E-04
390	ALL	427291.5	3767758	NonCancerChronicDerived_Inh	1.79E-04
501	ALL	427441.5	3768158	NonCancerChronicDerived_Inh	1.79E-04
378	ALL	427241.5	3767708	NonCancerChronicDerived_Inh	1.78E-04
404	ALL	427341.5	3767808	NonCancerChronicDerived_Inh	1.77E-04
447	ALL	427441.5	3767958	NonCancerChronicDerived_Inh	1.74E-04
510	ALL	427441.5	3768208	NonCancerChronicDerived_Inh	1.74E-04
419	ALL	427391.5	3767858	NonCancerChronicDerived_Inh	1.73E-04
433	ALL	427441.5	3767908	NonCancerChronicDerived_Inh	1.67E-04
514	ALL	427441.5	3768258	NonCancerChronicDerived_Inh	1.67E-04
491	ALL	427491.5	3768108	NonCancerChronicDerived_Inh	1.66E-04
478	ALL	427491.5	3768058	NonCancerChronicDerived_Inh	1.66E-04
502	ALL	427491.5	3768158	NonCancerChronicDerived_Inh	1.64E-04
391	ALL	427341.5	3767758	NonCancerChronicDerived_Inh	1.64E-04
463	ALL	427491.5	3768008	NonCancerChronicDerived_Inh	1.63E-04
379	ALL	427291.5	3767708	NonCancerChronicDerived_Inh	1.63E-04
405	ALL	427391.5	3767808	NonCancerChronicDerived_Inh	1.62E-04
326	ALL	426391.5	3767258	NonCancerChronicDerived_Inh	1.61E-04
325	ALL	426341.5	3767258	NonCancerChronicDerived_Inh	1.61E-04
511	ALL	427491.5	3768208	NonCancerChronicDerived_Inh	1.60E-04
324	ALL	426291.5	3767258	NonCancerChronicDerived_Inh	1.59E-04
448	ALL	427491.5	3767958	NonCancerChronicDerived_Inh	1.59E-04

420	ALL	427441.5	3767858	NonCancerChronicDerived_Inh	1.58E-04
515	ALL	427491.5	3768258	NonCancerChronicDerived_Inh	1.54E-04
434	ALL	427491.5	3767908	NonCancerChronicDerived_Inh	1.53E-04
492	ALL	427541.5	3768108	NonCancerChronicDerived_Inh	1.52E-04
479	ALL	427541.5	3768058	NonCancerChronicDerived_Inh	1.52E-04
503	ALL	427541.5	3768158	NonCancerChronicDerived_Inh	1.51E-04
392	ALL	427391.5	3767758	NonCancerChronicDerived_Inh	1.50E-04
380	ALL	427341.5	3767708	NonCancerChronicDerived_Inh	1.50E-04
464	ALL	427541.5	3768008	NonCancerChronicDerived_Inh	1.50E-04
406	ALL	427441.5	3767808	NonCancerChronicDerived_Inh	1.49E-04
512	ALL	427541.5	3768208	NonCancerChronicDerived_Inh	1.48E-04
449	ALL	427541.5	3767958	NonCancerChronicDerived_Inh	1.46E-04
421	ALL	427491.5	3767858	NonCancerChronicDerived_Inh	1.46E-04
516	ALL	427541.5	3768258	NonCancerChronicDerived_Inh	1.43E-04
435	ALL	427541.5	3767908	NonCancerChronicDerived_Inh	1.41E-04
322	ALL	426341.5	3767208	NonCancerChronicDerived_Inh	1.40E-04
323	ALL	426391.5	3767208	NonCancerChronicDerived_Inh	1.40E-04
321	ALL	426291.5	3767208	NonCancerChronicDerived_Inh	1.39E-04
393	ALL	427441.5	3767758	NonCancerChronicDerived_Inh	1.39E-04
381	ALL	427391.5	3767708	NonCancerChronicDerived_Inh	1.39E-04
407	ALL	427491.5	3767808	NonCancerChronicDerived_Inh	1.37E-04
371	ALL	427341.5	3767658	NonCancerChronicDerived_Inh	1.37E-04
422	ALL	427541.5	3767858	NonCancerChronicDerived_Inh	1.34E-04
382	ALL	427441.5	3767708	NonCancerChronicDerived_Inh	1.29E-04
394	ALL	427491.5	3767758	NonCancerChronicDerived_Inh	1.29E-04
372	ALL	427391.5	3767658	NonCancerChronicDerived_Inh	1.28E-04
408	ALL	427541.5	3767808	NonCancerChronicDerived_Inh	1.27E-04
362	ALL	427341.5	3767608	NonCancerChronicDerived_Inh	1.25E-04
320	ALL	426391.5	3767158	NonCancerChronicDerived_Inh	1.24E-04
319	ALL	426341.5	3767158	NonCancerChronicDerived_Inh	1.24E-04
318	ALL	426291.5	3767158	NonCancerChronicDerived_Inh	1.23E-04
383	ALL	427491.5	3767708	NonCancerChronicDerived_Inh	1.20E-04
395	ALL	427541.5	3767758	NonCancerChronicDerived_Inh	1.20E-04
373	ALL	427441.5	3767658	NonCancerChronicDerived_Inh	1.19E-04
363	ALL	427391.5	3767608	NonCancerChronicDerived_Inh	1.17E-04
384	ALL	427541.5	3767708	NonCancerChronicDerived_Inh	1.12E-04
374	ALL	427491.5	3767658	NonCancerChronicDerived_Inh	1.11E-04
311	ALL	426341.5	3767108	NonCancerChronicDerived_Inh	1.11E-04
364	ALL	427441.5	3767608	NonCancerChronicDerived_Inh	1.10E-04
375	ALL	427541.5	3767658	NonCancerChronicDerived_Inh	1.04E-04
365	ALL	427491.5	3767608	NonCancerChronicDerived_Inh	1.03E-04
312	ALL	426591.5	3767108	NonCancerChronicDerived_Inh	1.03E-04
313	ALL	426641.5	3767108	NonCancerChronicDerived_Inh	9.83E-05
366	ALL	427541.5	3767608	NonCancerChronicDerived_Inh	9.69E-05
314	ALL	426691.5	3767108	NonCancerChronicDerived_Inh	9.26E-05
299	ALL	426541.5	3767058	NonCancerChronicDerived_Inh	9.20E-05
300	ALL	426591.5	3767058	NonCancerChronicDerived_Inh	9.18E-05
284	ALL	426241.5	3767008	NonCancerChronicDerived_Inh	9.11E-05
283	ALL	426191.5	3767008	NonCancerChronicDerived_Inh	9.00E-05
301	ALL	426641.5	3767058	NonCancerChronicDerived_Inh	8.99E-05
355	ALL	427541.5	3767558	NonCancerChronicDerived_Inh	8.99E-05
298	ALL	426491.5	3767058	NonCancerChronicDerived_Inh	8.98E-05
282	ALL	426141.5	3767008	NonCancerChronicDerived_Inh	8.85E-05
302	ALL	426691.5	3767058	NonCancerChronicDerived_Inh	8.66E-05
268	ALL	426291.5	3766958	NonCancerChronicDerived_Inh	8.37E-05
267	ALL	426241.5	3766958	NonCancerChronicDerived_Inh	8.31E-05
266	ALL	426191.5	3766958	NonCancerChronicDerived_Inh	8.22E-05
303	ALL	426741.5	3767058	NonCancerChronicDerived_Inh	8.20E-05
285	ALL	426491.5	3767008	NonCancerChronicDerived_Inh	8.11E-05
288	ALL	426641.5	3767008	NonCancerChronicDerived_Inh	8.11E-05
265	ALL	426141.5	3766958	NonCancerChronicDerived_Inh	8.10E-05
286	ALL	426541.5	3767008	NonCancerChronicDerived_Inh	8.10E-05
287	ALL	426591.5	3767008	NonCancerChronicDerived_Inh	8.05E-05
264	ALL	426091.5	3766958	NonCancerChronicDerived_Inh	7.98E-05
289	ALL	426691.5	3767008	NonCancerChronicDerived_Inh	7.93E-05
304	ALL	426791.5	3767058	NonCancerChronicDerived_Inh	7.73E-05
244	ALL	426241.5	3766908	NonCancerChronicDerived_Inh	7.64E-05
290	ALL	426741.5	3767008	NonCancerChronicDerived_Inh	7.60E-05
245	ALL	426391.5	3766908	NonCancerChronicDerived_Inh	7.60E-05
243	ALL	426191.5	3766908	NonCancerChronicDerived_Inh	7.56E-05
269	ALL	426491.5	3766958	NonCancerChronicDerived_Inh	7.54E-05
242	ALL	426141.5	3766908	NonCancerChronicDerived_Inh	7.47E-05
270	ALL	426541.5	3766958	NonCancerChronicDerived_Inh	7.47E-05
246	ALL	426441.5	3766908	NonCancerChronicDerived_Inh	7.45E-05
271	ALL	426591.5	3766958	NonCancerChronicDerived_Inh	7.42E-05
247	ALL	426491.5	3766908	NonCancerChronicDerived_Inh	7.35E-05
241	ALL	426091.5	3766908	NonCancerChronicDerived_Inh	7.35E-05
272	ALL	426641.5	3766958	NonCancerChronicDerived_Inh	7.33E-05
649	ALL	426442	3768873	NonCancerChronicDerived_Inh	7.30E-05
648	ALL	426392	3768873	NonCancerChronicDerived_Inh	7.29E-05
305	ALL	426841.5	3767058	NonCancerChronicDerived_Inh	7.29E-05

650	ALL	426492	3768873	NonCancerChronicDerived_Inh	7.28E-05
647	ALL	426342	3768873	NonCancerChronicDerived_Inh	7.27E-05
651	ALL	426542	3768873	NonCancerChronicDerived_Inh	7.26E-05
592	ALL	426191.5	3768858	NonCancerChronicDerived_Inh	7.25E-05
646	ALL	426292	3768873	NonCancerChronicDerived_Inh	7.23E-05
291	ALL	426791.5	3767008	NonCancerChronicDerived_Inh	7.22E-05
652	ALL	426592	3768873	NonCancerChronicDerived_Inh	7.22E-05
240	ALL	426041.5	3766908	NonCancerChronicDerived_Inh	7.22E-05
273	ALL	426691.5	3766958	NonCancerChronicDerived_Inh	7.21E-05
248	ALL	426541.5	3766908	NonCancerChronicDerived_Inh	7.20E-05
653	ALL	426642	3768873	NonCancerChronicDerived_Inh	7.18E-05
645	ALL	426242	3768873	NonCancerChronicDerived_Inh	7.15E-05
644	ALL	425990.1	3768813	NonCancerChronicDerived_Inh	7.14E-05
654	ALL	426692	3768873	NonCancerChronicDerived_Inh	7.14E-05
591	ALL	426141.5	3768858	NonCancerChronicDerived_Inh	7.12E-05
219	ALL	426341.5	3766858	NonCancerChronicDerived_Inh	7.08E-05
218	ALL	426291.5	3766858	NonCancerChronicDerived_Inh	7.07E-05
217	ALL	426241.5	3766858	NonCancerChronicDerived_Inh	7.05E-05
249	ALL	426591.5	3766908	NonCancerChronicDerived_Inh	7.03E-05
216	ALL	426191.5	3766858	NonCancerChronicDerived_Inh	6.99E-05
221	ALL	426491.5	3766858	NonCancerChronicDerived_Inh	6.99E-05
222	ALL	426541.5	3766858	NonCancerChronicDerived_Inh	6.98E-05
643	ALL	425942.8	3768811	NonCancerChronicDerived_Inh	6.97E-05
274	ALL	426741.5	3766958	NonCancerChronicDerived_Inh	6.96E-05
590	ALL	426091.5	3768858	NonCancerChronicDerived_Inh	6.96E-05
220	ALL	426441.5	3766858	NonCancerChronicDerived_Inh	6.95E-05
215	ALL	426141.5	3766858	NonCancerChronicDerived_Inh	6.90E-05
612	ALL	426441.5	3768908	NonCancerChronicDerived_Inh	6.85E-05
611	ALL	426391.5	3768908	NonCancerChronicDerived_Inh	6.84E-05
292	ALL	426841.5	3767008	NonCancerChronicDerived_Inh	6.83E-05
613	ALL	426491.5	3768908	NonCancerChronicDerived_Inh	6.83E-05
306	ALL	426891.5	3767058	NonCancerChronicDerived_Inh	6.82E-05
610	ALL	426341.5	3768908	NonCancerChronicDerived_Inh	6.82E-05
614	ALL	426541.5	3768908	NonCancerChronicDerived_Inh	6.81E-05
527	ALL	425491.5	3768558	NonCancerChronicDerived_Inh	6.81E-05
556	ALL	425691.5	3768708	NonCancerChronicDerived_Inh	6.80E-05
520	ALL	425441.5	3768508	NonCancerChronicDerived_Inh	6.80E-05
214	ALL	426091.5	3766858	NonCancerChronicDerived_Inh	6.80E-05
589	ALL	426041.5	3768858	NonCancerChronicDerived_Inh	6.79E-05
250	ALL	426641.5	3766908	NonCancerChronicDerived_Inh	6.79E-05
223	ALL	426591.5	3766858	NonCancerChronicDerived_Inh	6.78E-05
609	ALL	426291.5	3768908	NonCancerChronicDerived_Inh	6.78E-05
615	ALL	426591.5	3768908	NonCancerChronicDerived_Inh	6.78E-05
536	ALL	425541.5	3768608	NonCancerChronicDerived_Inh	6.75E-05
642	ALL	425892.8	3768811	NonCancerChronicDerived_Inh	6.74E-05
616	ALL	426641.5	3768908	NonCancerChronicDerived_Inh	6.74E-05
608	ALL	426241.5	3768908	NonCancerChronicDerived_Inh	6.71E-05
213	ALL	426041.5	3766858	NonCancerChronicDerived_Inh	6.70E-05
617	ALL	426691.5	3768908	NonCancerChronicDerived_Inh	6.70E-05
545	ALL	425591.5	3768658	NonCancerChronicDerived_Inh	6.65E-05
607	ALL	426191.5	3768908	NonCancerChronicDerived_Inh	6.63E-05
251	ALL	426691.5	3766908	NonCancerChronicDerived_Inh	6.61E-05
588	ALL	425991.5	3768858	NonCancerChronicDerived_Inh	6.61E-05
275	ALL	426791.5	3766958	NonCancerChronicDerived_Inh	6.58E-05
192	ALL	426291.5	3766808	NonCancerChronicDerived_Inh	6.57E-05
193	ALL	426341.5	3766808	NonCancerChronicDerived_Inh	6.57E-05
195	ALL	426441.5	3766808	NonCancerChronicDerived_Inh	6.56E-05
194	ALL	426391.5	3766808	NonCancerChronicDerived_Inh	6.55E-05
191	ALL	426241.5	3766808	NonCancerChronicDerived_Inh	6.55E-05
196	ALL	426491.5	3766808	NonCancerChronicDerived_Inh	6.54E-05
641	ALL	425842.8	3768811	NonCancerChronicDerived_Inh	6.53E-05
606	ALL	426141.5	3768908	NonCancerChronicDerived_Inh	6.52E-05
555	ALL	425641.5	3768708	NonCancerChronicDerived_Inh	6.50E-05
190	ALL	426191.5	3766808	NonCancerChronicDerived_Inh	6.49E-05
293	ALL	426891.5	3767008	NonCancerChronicDerived_Inh	6.48E-05
587	ALL	425941.5	3768858	NonCancerChronicDerived_Inh	6.42E-05
252	ALL	426741.5	3766908	NonCancerChronicDerived_Inh	6.42E-05
307	ALL	426941.5	3767058	NonCancerChronicDerived_Inh	6.42E-05
526	ALL	425441.5	3768558	NonCancerChronicDerived_Inh	6.42E-05
189	ALL	426141.5	3766808	NonCancerChronicDerived_Inh	6.42E-05
224	ALL	426641.5	3766858	NonCancerChronicDerived_Inh	6.41E-05
197	ALL	426541.5	3766808	NonCancerChronicDerived_Inh	6.41E-05
535	ALL	425491.5	3768608	NonCancerChronicDerived_Inh	6.40E-05
519	ALL	425391.5	3768508	NonCancerChronicDerived_Inh	6.39E-05
605	ALL	426091.5	3768908	NonCancerChronicDerived_Inh	6.39E-05
276	ALL	426841.5	3766958	NonCancerChronicDerived_Inh	6.33E-05
544	ALL	425541.5	3768658	NonCancerChronicDerived_Inh	6.32E-05
188	ALL	426091.5	3766808	NonCancerChronicDerived_Inh	6.32E-05
566	ALL	425691.5	3768758	NonCancerChronicDerived_Inh	6.31E-05
635	ALL	426441.5	3768958	NonCancerChronicDerived_Inh	6.28E-05
634	ALL	426391.5	3768958	NonCancerChronicDerived_Inh	6.28E-05

315	ALL	426991.5	3767108	NonCancerChronicDerived_Inh	6.27E-05
636	ALL	426491.5	3768958	NonCancerChronicDerived_Inh	6.27E-05
633	ALL	426341.5	3768958	NonCancerChronicDerived_Inh	6.26E-05
198	ALL	426591.5	3766808	NonCancerChronicDerived_Inh	6.26E-05
637	ALL	426541.5	3768958	NonCancerChronicDerived_Inh	6.25E-05
604	ALL	426041.5	3768908	NonCancerChronicDerived_Inh	6.25E-05
586	ALL	425891.5	3768858	NonCancerChronicDerived_Inh	6.24E-05
632	ALL	426291.5	3768958	NonCancerChronicDerived_Inh	6.23E-05
638	ALL	426591.5	3768958	NonCancerChronicDerived_Inh	6.22E-05
554	ALL	425591.5	3768708	NonCancerChronicDerived_Inh	6.21E-05
187	ALL	426041.5	3766808	NonCancerChronicDerived_Inh	6.21E-05
253	ALL	426791.5	3766908	NonCancerChronicDerived_Inh	6.19E-05
225	ALL	426691.5	3766858	NonCancerChronicDerived_Inh	6.19E-05
639	ALL	426641.5	3768958	NonCancerChronicDerived_Inh	6.19E-05
631	ALL	426241.5	3768958	NonCancerChronicDerived_Inh	6.17E-05
640	ALL	426691.5	3768958	NonCancerChronicDerived_Inh	6.15E-05
294	ALL	426941.5	3767008	NonCancerChronicDerived_Inh	6.12E-05
174	ALL	426491.5	3766758	NonCancerChronicDerived_Inh	6.11E-05
169	ALL	426241.5	3766758	NonCancerChronicDerived_Inh	6.09E-05
630	ALL	426191.5	3768958	NonCancerChronicDerived_Inh	6.09E-05
576	ALL	425741.5	3768808	NonCancerChronicDerived_Inh	6.09E-05
170	ALL	426291.5	3766758	NonCancerChronicDerived_Inh	6.09E-05
603	ALL	425991.5	3768908	NonCancerChronicDerived_Inh	6.09E-05
171	ALL	426341.5	3766758	NonCancerChronicDerived_Inh	6.09E-05
173	ALL	426441.5	3766758	NonCancerChronicDerived_Inh	6.07E-05
277	ALL	426891.5	3766958	NonCancerChronicDerived_Inh	6.07E-05
172	ALL	426391.5	3766758	NonCancerChronicDerived_Inh	6.07E-05
226	ALL	426741.5	3766858	NonCancerChronicDerived_Inh	6.07E-05
199	ALL	426641.5	3766808	NonCancerChronicDerived_Inh	6.06E-05
168	ALL	426191.5	3766758	NonCancerChronicDerived_Inh	6.06E-05
308	ALL	426991.5	3767058	NonCancerChronicDerived_Inh	6.06E-05
525	ALL	425391.5	3768558	NonCancerChronicDerived_Inh	6.06E-05
534	ALL	425441.5	3768608	NonCancerChronicDerived_Inh	6.05E-05
565	ALL	425641.5	3768758	NonCancerChronicDerived_Inh	6.05E-05
585	ALL	425841.5	3768858	NonCancerChronicDerived_Inh	6.05E-05
518	ALL	425341.5	3768508	NonCancerChronicDerived_Inh	6.02E-05
543	ALL	425491.5	3768658	NonCancerChronicDerived_Inh	6.01E-05
629	ALL	426141.5	3768958	NonCancerChronicDerived_Inh	6.00E-05
167	ALL	426141.5	3766758	NonCancerChronicDerived_Inh	6.00E-05
316	ALL	427041.5	3767108	NonCancerChronicDerived_Inh	5.98E-05
602	ALL	425941.5	3768908	NonCancerChronicDerived_Inh	5.93E-05
166	ALL	426091.5	3766758	NonCancerChronicDerived_Inh	5.93E-05
553	ALL	425541.5	3768708	NonCancerChronicDerived_Inh	5.92E-05
175	ALL	426541.5	3766758	NonCancerChronicDerived_Inh	5.92E-05
254	ALL	426841.5	3766908	NonCancerChronicDerived_Inh	5.92E-05
628	ALL	426091.5	3768958	NonCancerChronicDerived_Inh	5.89E-05
575	ALL	425691.5	3768808	NonCancerChronicDerived_Inh	5.87E-05
227	ALL	426791.5	3766858	NonCancerChronicDerived_Inh	5.87E-05
165	ALL	426041.5	3766758	NonCancerChronicDerived_Inh	5.86E-05
176	ALL	426591.5	3766758	NonCancerChronicDerived_Inh	5.86E-05
200	ALL	426691.5	3766808	NonCancerChronicDerived_Inh	5.83E-05
564	ALL	425591.5	3768758	NonCancerChronicDerived_Inh	5.80E-05
278	ALL	426941.5	3766958	NonCancerChronicDerived_Inh	5.80E-05
295	ALL	426991.5	3767008	NonCancerChronicDerived_Inh	5.79E-05
601	ALL	425891.5	3768908	NonCancerChronicDerived_Inh	5.77E-05
627	ALL	426041.5	3768958	NonCancerChronicDerived_Inh	5.77E-05
164	ALL	425991.5	3766758	NonCancerChronicDerived_Inh	5.75E-05
201	ALL	426741.5	3766808	NonCancerChronicDerived_Inh	5.75E-05
533	ALL	425391.5	3768608	NonCancerChronicDerived_Inh	5.74E-05
524	ALL	425341.5	3768558	NonCancerChronicDerived_Inh	5.73E-05
542	ALL	425441.5	3768658	NonCancerChronicDerived_Inh	5.72E-05
309	ALL	427041.5	3767058	NonCancerChronicDerived_Inh	5.72E-05
177	ALL	426641.5	3766758	NonCancerChronicDerived_Inh	5.71E-05
147	ALL	426341.5	3766708	NonCancerChronicDerived_Inh	5.70E-05
146	ALL	426291.5	3766708	NonCancerChronicDerived_Inh	5.70E-05
517	ALL	425291.5	3768508	NonCancerChronicDerived_Inh	5.68E-05
145	ALL	426241.5	3766708	NonCancerChronicDerived_Inh	5.68E-05
150	ALL	426491.5	3766708	NonCancerChronicDerived_Inh	5.67E-05
255	ALL	426891.5	3766908	NonCancerChronicDerived_Inh	5.67E-05
552	ALL	425491.5	3768708	NonCancerChronicDerived_Inh	5.66E-05
317	ALL	427091.5	3767108	NonCancerChronicDerived_Inh	5.66E-05
144	ALL	426191.5	3766708	NonCancerChronicDerived_Inh	5.65E-05
574	ALL	425641.5	3768808	NonCancerChronicDerived_Inh	5.65E-05
626	ALL	425991.5	3768958	NonCancerChronicDerived_Inh	5.64E-05
149	ALL	426441.5	3766708	NonCancerChronicDerived_Inh	5.62E-05
178	ALL	426691.5	3766758	NonCancerChronicDerived_Inh	5.62E-05
600	ALL	425841.5	3768908	NonCancerChronicDerived_Inh	5.61E-05
148	ALL	426391.5	3766708	NonCancerChronicDerived_Inh	5.61E-05
143	ALL	426141.5	3766708	NonCancerChronicDerived_Inh	5.60E-05
228	ALL	426841.5	3766858	NonCancerChronicDerived_Inh	5.60E-05
563	ALL	425541.5	3768758	NonCancerChronicDerived_Inh	5.56E-05

142	ALL	426091.5	3766708	NonCancerChronicDerived_Inh	5.56E-05
151	ALL	426591.5	3766708	NonCancerChronicDerived_Inh	5.53E-05
179	ALL	426741.5	3766758	NonCancerChronicDerived_Inh	5.53E-05
152	ALL	426641.5	3766708	NonCancerChronicDerived_Inh	5.51E-05
625	ALL	425941.5	3768958	NonCancerChronicDerived_Inh	5.51E-05
141	ALL	426041.5	3766708	NonCancerChronicDerived_Inh	5.50E-05
584	ALL	425691.5	3768858	NonCancerChronicDerived_Inh	5.48E-05
180	ALL	426791.5	3766758	NonCancerChronicDerived_Inh	5.46E-05
279	ALL	426991.5	3766958	NonCancerChronicDerived_Inh	5.46E-05
153	ALL	426691.5	3766708	NonCancerChronicDerived_Inh	5.46E-05
532	ALL	425341.5	3768608	NonCancerChronicDerived_Inh	5.45E-05
541	ALL	425391.5	3768658	NonCancerChronicDerived_Inh	5.45E-05
573	ALL	425591.5	3768808	NonCancerChronicDerived_Inh	5.44E-05
256	ALL	426941.5	3766908	NonCancerChronicDerived_Inh	5.44E-05
296	ALL	427041.5	3767008	NonCancerChronicDerived_Inh	5.43E-05
523	ALL	425291.5	3768558	NonCancerChronicDerived_Inh	5.43E-05
140	ALL	425991.5	3766708	NonCancerChronicDerived_Inh	5.42E-05
551	ALL	425441.5	3768708	NonCancerChronicDerived_Inh	5.40E-05
310	ALL	427091.5	3767058	NonCancerChronicDerived_Inh	5.38E-05
624	ALL	425891.5	3768958	NonCancerChronicDerived_Inh	5.37E-05
229	ALL	426891.5	3766858	NonCancerChronicDerived_Inh	5.34E-05
115	ALL	426291.5	3766658	NonCancerChronicDerived_Inh	5.34E-05
562	ALL	425491.5	3768758	NonCancerChronicDerived_Inh	5.34E-05
154	ALL	426741.5	3766708	NonCancerChronicDerived_Inh	5.33E-05
139	ALL	425941.5	3766708	NonCancerChronicDerived_Inh	5.33E-05
114	ALL	426241.5	3766658	NonCancerChronicDerived_Inh	5.32E-05
113	ALL	426191.5	3766658	NonCancerChronicDerived_Inh	5.32E-05
583	ALL	425641.5	3768858	NonCancerChronicDerived_Inh	5.29E-05
181	ALL	426841.5	3766758	NonCancerChronicDerived_Inh	5.28E-05
116	ALL	426341.5	3766658	NonCancerChronicDerived_Inh	5.27E-05
112	ALL	426141.5	3766658	NonCancerChronicDerived_Inh	5.27E-05
117	ALL	426391.5	3766658	NonCancerChronicDerived_Inh	5.26E-05
121	ALL	426641.5	3766658	NonCancerChronicDerived_Inh	5.25E-05
120	ALL	426541.5	3766658	NonCancerChronicDerived_Inh	5.25E-05
572	ALL	425541.5	3768808	NonCancerChronicDerived_Inh	5.23E-05
623	ALL	425841.5	3768958	NonCancerChronicDerived_Inh	5.23E-05
118	ALL	426441.5	3766658	NonCancerChronicDerived_Inh	5.22E-05
111	ALL	426091.5	3766658	NonCancerChronicDerived_Inh	5.22E-05
155	ALL	426791.5	3766708	NonCancerChronicDerived_Inh	5.20E-05
540	ALL	425341.5	3768658	NonCancerChronicDerived_Inh	5.19E-05
257	ALL	426991.5	3766908	NonCancerChronicDerived_Inh	5.18E-05
119	ALL	426491.5	3766658	NonCancerChronicDerived_Inh	5.18E-05
531	ALL	425291.5	3768608	NonCancerChronicDerived_Inh	5.18E-05
122	ALL	426691.5	3766658	NonCancerChronicDerived_Inh	5.17E-05
138	ALL	425891.5	3766708	NonCancerChronicDerived_Inh	5.17E-05
110	ALL	426041.5	3766658	NonCancerChronicDerived_Inh	5.17E-05
550	ALL	425391.5	3768708	NonCancerChronicDerived_Inh	5.16E-05
230	ALL	426941.5	3766858	NonCancerChronicDerived_Inh	5.16E-05
522	ALL	425241.5	3768558	NonCancerChronicDerived_Inh	5.15E-05
280	ALL	427041.5	3766958	NonCancerChronicDerived_Inh	5.13E-05
599	ALL	425691.5	3768908	NonCancerChronicDerived_Inh	5.13E-05
109	ALL	425991.5	3766658	NonCancerChronicDerived_Inh	5.12E-05
561	ALL	425441.5	3768758	NonCancerChronicDerived_Inh	5.11E-05
582	ALL	425591.5	3768858	NonCancerChronicDerived_Inh	5.11E-05
297	ALL	427091.5	3767008	NonCancerChronicDerived_Inh	5.08E-05
123	ALL	426741.5	3766658	NonCancerChronicDerived_Inh	5.07E-05
156	ALL	426841.5	3766708	NonCancerChronicDerived_Inh	5.04E-05
571	ALL	425491.5	3768808	NonCancerChronicDerived_Inh	5.03E-05
108	ALL	425941.5	3766658	NonCancerChronicDerived_Inh	5.01E-05
82	ALL	426291.5	3766608	NonCancerChronicDerived_Inh	5.01E-05
80	ALL	426191.5	3766608	NonCancerChronicDerived_Inh	5.00E-05
81	ALL	426241.5	3766608	NonCancerChronicDerived_Inh	5.00E-05
89	ALL	426641.5	3766608	NonCancerChronicDerived_Inh	4.98E-05
79	ALL	426141.5	3766608	NonCancerChronicDerived_Inh	4.97E-05
598	ALL	425641.5	3768908	NonCancerChronicDerived_Inh	4.97E-05
124	ALL	426791.5	3766658	NonCancerChronicDerived_Inh	4.97E-05
231	ALL	426991.5	3766858	NonCancerChronicDerived_Inh	4.96E-05
539	ALL	425291.5	3768658	NonCancerChronicDerived_Inh	4.95E-05
84	ALL	426391.5	3766608	NonCancerChronicDerived_Inh	4.94E-05
202	ALL	426941.5	3766808	NonCancerChronicDerived_Inh	4.94E-05
258	ALL	427041.5	3766908	NonCancerChronicDerived_Inh	4.94E-05
549	ALL	425341.5	3768708	NonCancerChronicDerived_Inh	4.94E-05
88	ALL	426591.5	3766608	NonCancerChronicDerived_Inh	4.94E-05
530	ALL	425241.5	3768608	NonCancerChronicDerived_Inh	4.93E-05
581	ALL	425541.5	3768858	NonCancerChronicDerived_Inh	4.93E-05
83	ALL	426341.5	3766608	NonCancerChronicDerived_Inh	4.92E-05
78	ALL	426091.5	3766608	NonCancerChronicDerived_Inh	4.92E-05
87	ALL	426541.5	3766608	NonCancerChronicDerived_Inh	4.92E-05
560	ALL	425391.5	3768758	NonCancerChronicDerived_Inh	4.90E-05
107	ALL	425891.5	3766658	NonCancerChronicDerived_Inh	4.90E-05
86	ALL	426491.5	3766608	NonCancerChronicDerived_Inh	4.89E-05

157	ALL	426891.5	3766708	NonCancerChronicDerived_Inh	4.89E-05
521	ALL	425191.5	3768558	NonCancerChronicDerived_Inh	4.89E-05
77	ALL	426041.5	3766608	NonCancerChronicDerived_Inh	4.88E-05
281	ALL	427091.5	3766958	NonCancerChronicDerived_Inh	4.87E-05
85	ALL	426441.5	3766608	NonCancerChronicDerived_Inh	4.87E-05
570	ALL	425441.5	3768808	NonCancerChronicDerived_Inh	4.84E-05
76	ALL	425991.5	3766608	NonCancerChronicDerived_Inh	4.83E-05
90	ALL	426741.5	3766608	NonCancerChronicDerived_Inh	4.82E-05
203	ALL	426991.5	3766808	NonCancerChronicDerived_Inh	4.81E-05
622	ALL	425691.5	3768958	NonCancerChronicDerived_Inh	4.81E-05
597	ALL	425591.5	3768908	NonCancerChronicDerived_Inh	4.81E-05
125	ALL	426841.5	3766658	NonCancerChronicDerived_Inh	4.78E-05
106	ALL	425841.5	3766658	NonCancerChronicDerived_Inh	4.78E-05
75	ALL	425941.5	3766608	NonCancerChronicDerived_Inh	4.77E-05
232	ALL	427041.5	3766858	NonCancerChronicDerived_Inh	4.76E-05
580	ALL	425491.5	3768858	NonCancerChronicDerived_Inh	4.76E-05
158	ALL	426941.5	3766708	NonCancerChronicDerived_Inh	4.74E-05
538	ALL	425241.5	3768658	NonCancerChronicDerived_Inh	4.72E-05
548	ALL	425291.5	3768708	NonCancerChronicDerived_Inh	4.72E-05
91	ALL	426791.5	3766608	NonCancerChronicDerived_Inh	4.72E-05
56	ALL	426641.5	3766558	NonCancerChronicDerived_Inh	4.71E-05
48	ALL	426241.5	3766558	NonCancerChronicDerived_Inh	4.71E-05
182	ALL	426991.5	3766758	NonCancerChronicDerived_Inh	4.71E-05
55	ALL	426591.5	3766558	NonCancerChronicDerived_Inh	4.70E-05
47	ALL	426191.5	3766558	NonCancerChronicDerived_Inh	4.70E-05
259	ALL	427091.5	3766908	NonCancerChronicDerived_Inh	4.70E-05
559	ALL	425341.5	3768758	NonCancerChronicDerived_Inh	4.70E-05
529	ALL	425191.5	3768608	NonCancerChronicDerived_Inh	4.70E-05
46	ALL	426141.5	3766558	NonCancerChronicDerived_Inh	4.69E-05
57	ALL	426691.5	3766558	NonCancerChronicDerived_Inh	4.69E-05
621	ALL	425641.5	3768958	NonCancerChronicDerived_Inh	4.68E-05
45	ALL	426091.5	3766558	NonCancerChronicDerived_Inh	4.66E-05
126	ALL	426891.5	3766658	NonCancerChronicDerived_Inh	4.66E-05
54	ALL	426541.5	3766558	NonCancerChronicDerived_Inh	4.66E-05
569	ALL	425391.5	3768808	NonCancerChronicDerived_Inh	4.66E-05
50	ALL	426341.5	3766558	NonCancerChronicDerived_Inh	4.66E-05
596	ALL	425541.5	3768908	NonCancerChronicDerived_Inh	4.66E-05
204	ALL	427041.5	3766808	NonCancerChronicDerived_Inh	4.65E-05
74	ALL	425891.5	3766608	NonCancerChronicDerived_Inh	4.65E-05
49	ALL	426291.5	3766558	NonCancerChronicDerived_Inh	4.64E-05
58	ALL	426741.5	3766558	NonCancerChronicDerived_Inh	4.64E-05
53	ALL	426491.5	3766558	NonCancerChronicDerived_Inh	4.63E-05
52	ALL	426441.5	3766558	NonCancerChronicDerived_Inh	4.62E-05
51	ALL	426391.5	3766558	NonCancerChronicDerived_Inh	4.62E-05
44	ALL	426041.5	3766558	NonCancerChronicDerived_Inh	4.61E-05
579	ALL	425441.5	3768858	NonCancerChronicDerived_Inh	4.59E-05
233	ALL	427091.5	3766858	NonCancerChronicDerived_Inh	4.58E-05
43	ALL	425991.5	3766558	NonCancerChronicDerived_Inh	4.57E-05
92	ALL	426841.5	3766608	NonCancerChronicDerived_Inh	4.55E-05
620	ALL	425591.5	3768958	NonCancerChronicDerived_Inh	4.54E-05
127	ALL	426941.5	3766658	NonCancerChronicDerived_Inh	4.54E-05
547	ALL	425241.5	3768708	NonCancerChronicDerived_Inh	4.52E-05
42	ALL	425941.5	3766558	NonCancerChronicDerived_Inh	4.52E-05
537	ALL	425191.5	3768658	NonCancerChronicDerived_Inh	4.52E-05
73	ALL	425841.5	3766608	NonCancerChronicDerived_Inh	4.51E-05
595	ALL	425491.5	3768908	NonCancerChronicDerived_Inh	4.51E-05
558	ALL	425291.5	3768758	NonCancerChronicDerived_Inh	4.51E-05
20	ALL	426641.5	3766508	NonCancerChronicDerived_Inh	4.49E-05
19	ALL	426591.5	3766508	NonCancerChronicDerived_Inh	4.48E-05
528	ALL	425141.5	3768608	NonCancerChronicDerived_Inh	4.48E-05
568	ALL	425341.5	3768808	NonCancerChronicDerived_Inh	4.48E-05
21	ALL	426691.5	3766508	NonCancerChronicDerived_Inh	4.47E-05
205	ALL	427091.5	3766808	NonCancerChronicDerived_Inh	4.46E-05
12	ALL	426241.5	3766508	NonCancerChronicDerived_Inh	4.46E-05
93	ALL	426891.5	3766608	NonCancerChronicDerived_Inh	4.46E-05
11	ALL	426191.5	3766508	NonCancerChronicDerived_Inh	4.46E-05
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41	ALL	425891.5	3766558	NonCancerChronicDerived_Inh	4.45E-05
18	ALL	426541.5	3766508	NonCancerChronicDerived_Inh	4.44E-05
22	ALL	426741.5	3766508	NonCancerChronicDerived_Inh	4.43E-05
578	ALL	425391.5	3768858	NonCancerChronicDerived_Inh	4.43E-05
9	ALL	426091.5	3766508	NonCancerChronicDerived_Inh	4.42E-05
128	ALL	426991.5	3766658	NonCancerChronicDerived_Inh	4.42E-05
17	ALL	426491.5	3766508	NonCancerChronicDerived_Inh	4.41E-05
619	ALL	425541.5	3768958	NonCancerChronicDerived_Inh	4.41E-05
14	ALL	426341.5	3766508	NonCancerChronicDerived_Inh	4.41E-05
13	ALL	426291.5	3766508	NonCancerChronicDerived_Inh	4.41E-05
94	ALL	426941.5	3766608	NonCancerChronicDerived_Inh	4.38E-05
72	ALL	425791.5	3766608	NonCancerChronicDerived_Inh	4.38E-05
16	ALL	426441.5	3766508	NonCancerChronicDerived_Inh	4.38E-05
15	ALL	426391.5	3766508	NonCancerChronicDerived_Inh	4.37E-05

594	ALL	425441.5	3768908	NonCancerChronicDerived_Inh	4.36E-05
8	ALL	426041.5	3766508	NonCancerChronicDerived_Inh	4.36E-05
59	ALL	426891.5	3766558	NonCancerChronicDerived_Inh	4.33E-05
546	ALL	425191.5	3768708	NonCancerChronicDerived_Inh	4.33E-05
557	ALL	425241.5	3768758	NonCancerChronicDerived_Inh	4.33E-05
567	ALL	425291.5	3768808	NonCancerChronicDerived_Inh	4.31E-05
23	ALL	426791.5	3766508	NonCancerChronicDerived_Inh	4.31E-05
7	ALL	425991.5	3766508	NonCancerChronicDerived_Inh	4.30E-05
95	ALL	426991.5	3766608	NonCancerChronicDerived_Inh	4.30E-05
577	ALL	425341.5	3768858	NonCancerChronicDerived_Inh	4.27E-05
618	ALL	425491.5	3768958	NonCancerChronicDerived_Inh	4.27E-05
40	ALL	425841.5	3766558	NonCancerChronicDerived_Inh	4.26E-05
24	ALL	426841.5	3766508	NonCancerChronicDerived_Inh	4.23E-05
6	ALL	425941.5	3766508	NonCancerChronicDerived_Inh	4.23E-05
60	ALL	426941.5	3766558	NonCancerChronicDerived_Inh	4.23E-05
593	ALL	425391.5	3768908	NonCancerChronicDerived_Inh	4.21E-05
96	ALL	427041.5	3766608	NonCancerChronicDerived_Inh	4.20E-05
5	ALL	425891.5	3766508	NonCancerChronicDerived_Inh	4.19E-05
39	ALL	425791.5	3766558	NonCancerChronicDerived_Inh	4.16E-05
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61	ALL	426991.5	3766558	NonCancerChronicDerived_Inh	4.13E-05
38	ALL	425741.5	3766558	NonCancerChronicDerived_Inh	4.07E-05
26	ALL	426941.5	3766508	NonCancerChronicDerived_Inh	4.06E-05
62	ALL	427041.5	3766558	NonCancerChronicDerived_Inh	4.06E-05
4	ALL	425841.5	3766508	NonCancerChronicDerived_Inh	4.05E-05
3	ALL	425791.5	3766508	NonCancerChronicDerived_Inh	3.99E-05
27	ALL	426991.5	3766508	NonCancerChronicDerived_Inh	3.98E-05
129	ALL	427141.5	3766658	NonCancerChronicDerived_Inh	3.94E-05
234	ALL	427241.5	3766858	NonCancerChronicDerived_Inh	3.93E-05
28	ALL	427041.5	3766508	NonCancerChronicDerived_Inh	3.91E-05
2	ALL	425741.5	3766508	NonCancerChronicDerived_Inh	3.83E-05
97	ALL	427141.5	3766608	NonCancerChronicDerived_Inh	3.82E-05
206	ALL	427241.5	3766808	NonCancerChronicDerived_Inh	3.81E-05
130	ALL	427191.5	3766658	NonCancerChronicDerived_Inh	3.79E-05
235	ALL	427291.5	3766858	NonCancerChronicDerived_Inh	3.77E-05
63	ALL	427141.5	3766558	NonCancerChronicDerived_Inh	3.74E-05
1	ALL	425691.5	3766508	NonCancerChronicDerived_Inh	3.71E-05
98	ALL	427191.5	3766608	NonCancerChronicDerived_Inh	3.71E-05
131	ALL	427241.5	3766658	NonCancerChronicDerived_Inh	3.70E-05
260	ALL	427391.5	3766908	NonCancerChronicDerived_Inh	3.68E-05
29	ALL	427141.5	3766508	NonCancerChronicDerived_Inh	3.68E-05
207	ALL	427291.5	3766808	NonCancerChronicDerived_Inh	3.65E-05
64	ALL	427191.5	3766558	NonCancerChronicDerived_Inh	3.65E-05
99	ALL	427241.5	3766608	NonCancerChronicDerived_Inh	3.63E-05
30	ALL	427191.5	3766508	NonCancerChronicDerived_Inh	3.59E-05
236	ALL	427391.5	3766858	NonCancerChronicDerived_Inh	3.59E-05
132	ALL	427291.5	3766658	NonCancerChronicDerived_Inh	3.58E-05
65	ALL	427241.5	3766558	NonCancerChronicDerived_Inh	3.56E-05
261	ALL	427441.5	3766908	NonCancerChronicDerived_Inh	3.56E-05
208	ALL	427341.5	3766808	NonCancerChronicDerived_Inh	3.52E-05
100	ALL	427291.5	3766608	NonCancerChronicDerived_Inh	3.52E-05
31	ALL	427241.5	3766508	NonCancerChronicDerived_Inh	3.50E-05
237	ALL	427441.5	3766858	NonCancerChronicDerived_Inh	3.48E-05
209	ALL	427391.5	3766808	NonCancerChronicDerived_Inh	3.46E-05
159	ALL	427341.5	3766708	NonCancerChronicDerived_Inh	3.45E-05
66	ALL	427291.5	3766558	NonCancerChronicDerived_Inh	3.45E-05
133	ALL	427341.5	3766658	NonCancerChronicDerived_Inh	3.44E-05
262	ALL	427491.5	3766908	NonCancerChronicDerived_Inh	3.43E-05
32	ALL	427291.5	3766508	NonCancerChronicDerived_Inh	3.41E-05
101	ALL	427341.5	3766608	NonCancerChronicDerived_Inh	3.39E-05
183	ALL	427391.5	3766758	NonCancerChronicDerived_Inh	3.39E-05
210	ALL	427441.5	3766808	NonCancerChronicDerived_Inh	3.38E-05
238	ALL	427491.5	3766858	NonCancerChronicDerived_Inh	3.37E-05
67	ALL	427341.5	3766558	NonCancerChronicDerived_Inh	3.35E-05
263	ALL	427541.5	3766908	NonCancerChronicDerived_Inh	3.34E-05
160	ALL	427391.5	3766708	NonCancerChronicDerived_Inh	3.34E-05
33	ALL	427341.5	3766508	NonCancerChronicDerived_Inh	3.31E-05
134	ALL	427391.5	3766658	NonCancerChronicDerived_Inh	3.29E-05
184	ALL	427441.5	3766758	NonCancerChronicDerived_Inh	3.29E-05
239	ALL	427541.5	3766858	NonCancerChronicDerived_Inh	3.29E-05
102	ALL	427391.5	3766608	NonCancerChronicDerived_Inh	3.28E-05
211	ALL	427491.5	3766808	NonCancerChronicDerived_Inh	3.28E-05
68	ALL	427391.5	3766558	NonCancerChronicDerived_Inh	3.25E-05
161	ALL	427441.5	3766708	NonCancerChronicDerived_Inh	3.21E-05
34	ALL	427391.5	3766508	NonCancerChronicDerived_Inh	3.20E-05
69	ALL	427441.5	3766558	NonCancerChronicDerived_Inh	3.18E-05
212	ALL	427541.5	3766808	NonCancerChronicDerived_Inh	3.18E-05
185	ALL	427491.5	3766758	NonCancerChronicDerived_Inh	3.18E-05
35	ALL	427441.5	3766508	NonCancerChronicDerived_Inh	3.16E-05
135	ALL	427441.5	3766658	NonCancerChronicDerived_Inh	3.14E-05
103	ALL	427441.5	3766608	NonCancerChronicDerived_Inh	3.12E-05

70	ALL	427491.5	3766558	NonCancerChronicDerived_Inh	3.12E-05
162	ALL	427491.5	3766708	NonCancerChronicDerived_Inh	3.10E-05
186	ALL	427541.5	3766758	NonCancerChronicDerived_Inh	3.08E-05
36	ALL	427491.5	3766508	NonCancerChronicDerived_Inh	3.07E-05
104	ALL	427491.5	3766608	NonCancerChronicDerived_Inh	3.05E-05
71	ALL	427541.5	3766558	NonCancerChronicDerived_Inh	3.05E-05
105	ALL	427541.5	3766608	NonCancerChronicDerived_Inh	3.05E-05
136	ALL	427491.5	3766658	NonCancerChronicDerived_Inh	3.03E-05
37	ALL	427541.5	3766508	NonCancerChronicDerived_Inh	3.00E-05
163	ALL	427541.5	3766708	NonCancerChronicDerived_Inh	3.00E-05
137	ALL	427541.5	3766658	NonCancerChronicDerived_Inh	3.00E-05

*HARP - HRACalc v22118 5/29/2025 2:54:50 PM - Chronic Risk - Input File: C:\Users\imcintire\Desktop\HARP2\ELEPHANT_HILL_RES_MIT\hra\Elephant_Hill_Res_Mit_V3_HRAInput.hra

REC	GRP	NETID	X	Y	SCENARIO	MAXHI
1	ALL		425691.5	3766508	NonCancerChronicDerived_Inh	1.34E-05
2	ALL		425741.5	3766508	NonCancerChronicDerived_Inh	1.38E-05
3	ALL		425791.5	3766508	NonCancerChronicDerived_Inh	1.44E-05
4	ALL		425841.5	3766508	NonCancerChronicDerived_Inh	1.47E-05
5	ALL		425891.5	3766508	NonCancerChronicDerived_Inh	1.52E-05
6	ALL		425941.5	3766508	NonCancerChronicDerived_Inh	1.53E-05
7	ALL		425991.5	3766508	NonCancerChronicDerived_Inh	1.55E-05
8	ALL		426041.5	3766508	NonCancerChronicDerived_Inh	1.58E-05
9	ALL		426091.5	3766508	NonCancerChronicDerived_Inh	1.60E-05
10	ALL		426141.5	3766508	NonCancerChronicDerived_Inh	1.61E-05
11	ALL		426191.5	3766508	NonCancerChronicDerived_Inh	1.61E-05
12	ALL		426241.5	3766508	NonCancerChronicDerived_Inh	1.61E-05
13	ALL		426291.5	3766508	NonCancerChronicDerived_Inh	1.59E-05
14	ALL		426341.5	3766508	NonCancerChronicDerived_Inh	1.59E-05
15	ALL		426391.5	3766508	NonCancerChronicDerived_Inh	1.58E-05
16	ALL		426441.5	3766508	NonCancerChronicDerived_Inh	1.58E-05
17	ALL		426491.5	3766508	NonCancerChronicDerived_Inh	1.59E-05
18	ALL		426541.5	3766508	NonCancerChronicDerived_Inh	1.61E-05
19	ALL		426591.5	3766508	NonCancerChronicDerived_Inh	1.62E-05
20	ALL		426641.5	3766508	NonCancerChronicDerived_Inh	1.62E-05
21	ALL		426691.5	3766508	NonCancerChronicDerived_Inh	1.62E-05
22	ALL		426741.5	3766508	NonCancerChronicDerived_Inh	1.60E-05
23	ALL		426791.5	3766508	NonCancerChronicDerived_Inh	1.56E-05
24	ALL		426841.5	3766508	NonCancerChronicDerived_Inh	1.53E-05
25	ALL		426891.5	3766508	NonCancerChronicDerived_Inh	1.50E-05
26	ALL		426941.5	3766508	NonCancerChronicDerived_Inh	1.47E-05
27	ALL		426991.5	3766508	NonCancerChronicDerived_Inh	1.44E-05
28	ALL		427041.5	3766508	NonCancerChronicDerived_Inh	1.41E-05
29	ALL		427141.5	3766508	NonCancerChronicDerived_Inh	1.33E-05
30	ALL		427191.5	3766508	NonCancerChronicDerived_Inh	1.30E-05
31	ALL		427241.5	3766508	NonCancerChronicDerived_Inh	1.27E-05
32	ALL		427291.5	3766508	NonCancerChronicDerived_Inh	1.23E-05
33	ALL		427341.5	3766508	NonCancerChronicDerived_Inh	1.20E-05
34	ALL		427391.5	3766508	NonCancerChronicDerived_Inh	1.16E-05
35	ALL		427441.5	3766508	NonCancerChronicDerived_Inh	1.14E-05
36	ALL		427491.5	3766508	NonCancerChronicDerived_Inh	1.11E-05
37	ALL		427541.5	3766508	NonCancerChronicDerived_Inh	1.08E-05
38	ALL		425741.5	3766558	NonCancerChronicDerived_Inh	1.47E-05
39	ALL		425791.5	3766558	NonCancerChronicDerived_Inh	1.51E-05
40	ALL		425841.5	3766558	NonCancerChronicDerived_Inh	1.54E-05
41	ALL		425891.5	3766558	NonCancerChronicDerived_Inh	1.61E-05
42	ALL		425941.5	3766558	NonCancerChronicDerived_Inh	1.63E-05
43	ALL		425991.5	3766558	NonCancerChronicDerived_Inh	1.65E-05
44	ALL		426041.5	3766558	NonCancerChronicDerived_Inh	1.67E-05
45	ALL		426091.5	3766558	NonCancerChronicDerived_Inh	1.69E-05
46	ALL		426141.5	3766558	NonCancerChronicDerived_Inh	1.70E-05
47	ALL		426191.5	3766558	NonCancerChronicDerived_Inh	1.70E-05
48	ALL		426241.5	3766558	NonCancerChronicDerived_Inh	1.70E-05
49	ALL		426291.5	3766558	NonCancerChronicDerived_Inh	1.68E-05
50	ALL		426341.5	3766558	NonCancerChronicDerived_Inh	1.68E-05
51	ALL		426391.5	3766558	NonCancerChronicDerived_Inh	1.67E-05
52	ALL		426441.5	3766558	NonCancerChronicDerived_Inh	1.67E-05
53	ALL		426491.5	3766558	NonCancerChronicDerived_Inh	1.68E-05
54	ALL		426541.5	3766558	NonCancerChronicDerived_Inh	1.69E-05
55	ALL		426591.5	3766558	NonCancerChronicDerived_Inh	1.70E-05
56	ALL		426641.5	3766558	NonCancerChronicDerived_Inh	1.70E-05
57	ALL		426691.5	3766558	NonCancerChronicDerived_Inh	1.70E-05
58	ALL		426741.5	3766558	NonCancerChronicDerived_Inh	1.68E-05
59	ALL		426891.5	3766558	NonCancerChronicDerived_Inh	1.57E-05
60	ALL		426941.5	3766558	NonCancerChronicDerived_Inh	1.53E-05
61	ALL		426991.5	3766558	NonCancerChronicDerived_Inh	1.50E-05
62	ALL		427041.5	3766558	NonCancerChronicDerived_Inh	1.47E-05
63	ALL		427141.5	3766558	NonCancerChronicDerived_Inh	1.35E-05
64	ALL		427191.5	3766558	NonCancerChronicDerived_Inh	1.32E-05
65	ALL		427241.5	3766558	NonCancerChronicDerived_Inh	1.29E-05
66	ALL		427291.5	3766558	NonCancerChronicDerived_Inh	1.25E-05
67	ALL		427341.5	3766558	NonCancerChronicDerived_Inh	1.21E-05
68	ALL		427391.5	3766558	NonCancerChronicDerived_Inh	1.18E-05
69	ALL		427441.5	3766558	NonCancerChronicDerived_Inh	1.15E-05
70	ALL		427491.5	3766558	NonCancerChronicDerived_Inh	1.13E-05
71	ALL		427541.5	3766558	NonCancerChronicDerived_Inh	1.10E-05

72	ALL	425791.5	3766608	NonCancerChronicDerived_Inh	1.58E-05
73	ALL	425841.5	3766608	NonCancerChronicDerived_Inh	1.63E-05
74	ALL	425891.5	3766608	NonCancerChronicDerived_Inh	1.68E-05
75	ALL	425941.5	3766608	NonCancerChronicDerived_Inh	1.73E-05
76	ALL	425991.5	3766608	NonCancerChronicDerived_Inh	1.75E-05
77	ALL	426041.5	3766608	NonCancerChronicDerived_Inh	1.76E-05
78	ALL	426091.5	3766608	NonCancerChronicDerived_Inh	1.78E-05
79	ALL	426141.5	3766608	NonCancerChronicDerived_Inh	1.80E-05
80	ALL	426191.5	3766608	NonCancerChronicDerived_Inh	1.81E-05
81	ALL	426241.5	3766608	NonCancerChronicDerived_Inh	1.81E-05
82	ALL	426291.5	3766608	NonCancerChronicDerived_Inh	1.81E-05
83	ALL	426341.5	3766608	NonCancerChronicDerived_Inh	1.78E-05
84	ALL	426391.5	3766608	NonCancerChronicDerived_Inh	1.79E-05
85	ALL	426441.5	3766608	NonCancerChronicDerived_Inh	1.76E-05
86	ALL	426491.5	3766608	NonCancerChronicDerived_Inh	1.77E-05
87	ALL	426541.5	3766608	NonCancerChronicDerived_Inh	1.78E-05
88	ALL	426591.5	3766608	NonCancerChronicDerived_Inh	1.79E-05
89	ALL	426641.5	3766608	NonCancerChronicDerived_Inh	1.80E-05
90	ALL	426741.5	3766608	NonCancerChronicDerived_Inh	1.74E-05
91	ALL	426791.5	3766608	NonCancerChronicDerived_Inh	1.71E-05
92	ALL	426841.5	3766608	NonCancerChronicDerived_Inh	1.64E-05
93	ALL	426891.5	3766608	NonCancerChronicDerived_Inh	1.61E-05
94	ALL	426941.5	3766608	NonCancerChronicDerived_Inh	1.59E-05
95	ALL	426991.5	3766608	NonCancerChronicDerived_Inh	1.55E-05
96	ALL	427041.5	3766608	NonCancerChronicDerived_Inh	1.52E-05
97	ALL	427141.5	3766608	NonCancerChronicDerived_Inh	1.38E-05
98	ALL	427191.5	3766608	NonCancerChronicDerived_Inh	1.34E-05
99	ALL	427241.5	3766608	NonCancerChronicDerived_Inh	1.31E-05
100	ALL	427291.5	3766608	NonCancerChronicDerived_Inh	1.27E-05
101	ALL	427341.5	3766608	NonCancerChronicDerived_Inh	1.23E-05
102	ALL	427391.5	3766608	NonCancerChronicDerived_Inh	1.19E-05
103	ALL	427441.5	3766608	NonCancerChronicDerived_Inh	1.13E-05
104	ALL	427491.5	3766608	NonCancerChronicDerived_Inh	1.10E-05
105	ALL	427541.5	3766608	NonCancerChronicDerived_Inh	1.10E-05
106	ALL	425841.5	3766658	NonCancerChronicDerived_Inh	1.73E-05
107	ALL	425891.5	3766658	NonCancerChronicDerived_Inh	1.77E-05
108	ALL	425941.5	3766658	NonCancerChronicDerived_Inh	1.81E-05
109	ALL	425991.5	3766658	NonCancerChronicDerived_Inh	1.85E-05
110	ALL	426041.5	3766658	NonCancerChronicDerived_Inh	1.87E-05
111	ALL	426091.5	3766658	NonCancerChronicDerived_Inh	1.89E-05
112	ALL	426141.5	3766658	NonCancerChronicDerived_Inh	1.90E-05
113	ALL	426191.5	3766658	NonCancerChronicDerived_Inh	1.92E-05
114	ALL	426241.5	3766658	NonCancerChronicDerived_Inh	1.93E-05
115	ALL	426291.5	3766658	NonCancerChronicDerived_Inh	1.93E-05
116	ALL	426341.5	3766658	NonCancerChronicDerived_Inh	1.91E-05
117	ALL	426391.5	3766658	NonCancerChronicDerived_Inh	1.90E-05
118	ALL	426441.5	3766658	NonCancerChronicDerived_Inh	1.89E-05
119	ALL	426491.5	3766658	NonCancerChronicDerived_Inh	1.87E-05
120	ALL	426541.5	3766658	NonCancerChronicDerived_Inh	1.90E-05
121	ALL	426641.5	3766658	NonCancerChronicDerived_Inh	1.90E-05
122	ALL	426691.5	3766658	NonCancerChronicDerived_Inh	1.87E-05
123	ALL	426741.5	3766658	NonCancerChronicDerived_Inh	1.83E-05
124	ALL	426791.5	3766658	NonCancerChronicDerived_Inh	1.80E-05
125	ALL	426841.5	3766658	NonCancerChronicDerived_Inh	1.73E-05
126	ALL	426891.5	3766658	NonCancerChronicDerived_Inh	1.69E-05
127	ALL	426941.5	3766658	NonCancerChronicDerived_Inh	1.64E-05
128	ALL	426991.5	3766658	NonCancerChronicDerived_Inh	1.60E-05
129	ALL	427141.5	3766658	NonCancerChronicDerived_Inh	1.42E-05
130	ALL	427191.5	3766658	NonCancerChronicDerived_Inh	1.37E-05
131	ALL	427241.5	3766658	NonCancerChronicDerived_Inh	1.34E-05
132	ALL	427291.5	3766658	NonCancerChronicDerived_Inh	1.30E-05
133	ALL	427341.5	3766658	NonCancerChronicDerived_Inh	1.24E-05
134	ALL	427391.5	3766658	NonCancerChronicDerived_Inh	1.19E-05
135	ALL	427441.5	3766658	NonCancerChronicDerived_Inh	1.14E-05
136	ALL	427491.5	3766658	NonCancerChronicDerived_Inh	1.10E-05
137	ALL	427541.5	3766658	NonCancerChronicDerived_Inh	1.08E-05
138	ALL	425891.5	3766708	NonCancerChronicDerived_Inh	1.87E-05
139	ALL	425941.5	3766708	NonCancerChronicDerived_Inh	1.93E-05
140	ALL	425991.5	3766708	NonCancerChronicDerived_Inh	1.96E-05
141	ALL	426041.5	3766708	NonCancerChronicDerived_Inh	1.99E-05
142	ALL	426091.5	3766708	NonCancerChronicDerived_Inh	2.01E-05
143	ALL	426141.5	3766708	NonCancerChronicDerived_Inh	2.03E-05
144	ALL	426191.5	3766708	NonCancerChronicDerived_Inh	2.04E-05

145	ALL	426241.5	3766708	NonCancerChronicDerived_Inh	2.05E-05
146	ALL	426291.5	3766708	NonCancerChronicDerived_Inh	2.06E-05
147	ALL	426341.5	3766708	NonCancerChronicDerived_Inh	2.06E-05
148	ALL	426391.5	3766708	NonCancerChronicDerived_Inh	2.03E-05
149	ALL	426441.5	3766708	NonCancerChronicDerived_Inh	2.03E-05
150	ALL	426491.5	3766708	NonCancerChronicDerived_Inh	2.05E-05
151	ALL	426591.5	3766708	NonCancerChronicDerived_Inh	2.00E-05
152	ALL	426641.5	3766708	NonCancerChronicDerived_Inh	1.99E-05
153	ALL	426691.5	3766708	NonCancerChronicDerived_Inh	1.97E-05
154	ALL	426741.5	3766708	NonCancerChronicDerived_Inh	1.93E-05
155	ALL	426791.5	3766708	NonCancerChronicDerived_Inh	1.88E-05
156	ALL	426841.5	3766708	NonCancerChronicDerived_Inh	1.82E-05
157	ALL	426891.5	3766708	NonCancerChronicDerived_Inh	1.77E-05
158	ALL	426941.5	3766708	NonCancerChronicDerived_Inh	1.71E-05
159	ALL	427341.5	3766708	NonCancerChronicDerived_Inh	1.25E-05
160	ALL	427391.5	3766708	NonCancerChronicDerived_Inh	1.21E-05
161	ALL	427441.5	3766708	NonCancerChronicDerived_Inh	1.16E-05
162	ALL	427491.5	3766708	NonCancerChronicDerived_Inh	1.12E-05
163	ALL	427541.5	3766708	NonCancerChronicDerived_Inh	1.08E-05
164	ALL	425991.5	3766758	NonCancerChronicDerived_Inh	2.08E-05
165	ALL	426041.5	3766758	NonCancerChronicDerived_Inh	2.12E-05
166	ALL	426091.5	3766758	NonCancerChronicDerived_Inh	2.14E-05
167	ALL	426141.5	3766758	NonCancerChronicDerived_Inh	2.17E-05
168	ALL	426191.5	3766758	NonCancerChronicDerived_Inh	2.19E-05
169	ALL	426241.5	3766758	NonCancerChronicDerived_Inh	2.20E-05
170	ALL	426291.5	3766758	NonCancerChronicDerived_Inh	2.20E-05
171	ALL	426341.5	3766758	NonCancerChronicDerived_Inh	2.20E-05
172	ALL	426391.5	3766758	NonCancerChronicDerived_Inh	2.19E-05
173	ALL	426441.5	3766758	NonCancerChronicDerived_Inh	2.20E-05
174	ALL	426491.5	3766758	NonCancerChronicDerived_Inh	2.21E-05
175	ALL	426541.5	3766758	NonCancerChronicDerived_Inh	2.14E-05
176	ALL	426591.5	3766758	NonCancerChronicDerived_Inh	2.12E-05
177	ALL	426641.5	3766758	NonCancerChronicDerived_Inh	2.07E-05
178	ALL	426691.5	3766758	NonCancerChronicDerived_Inh	2.03E-05
179	ALL	426741.5	3766758	NonCancerChronicDerived_Inh	2.00E-05
180	ALL	426791.5	3766758	NonCancerChronicDerived_Inh	1.98E-05
181	ALL	426841.5	3766758	NonCancerChronicDerived_Inh	1.91E-05
182	ALL	426991.5	3766758	NonCancerChronicDerived_Inh	1.70E-05
183	ALL	427391.5	3766758	NonCancerChronicDerived_Inh	1.23E-05
184	ALL	427441.5	3766758	NonCancerChronicDerived_Inh	1.19E-05
185	ALL	427491.5	3766758	NonCancerChronicDerived_Inh	1.15E-05
186	ALL	427541.5	3766758	NonCancerChronicDerived_Inh	1.11E-05
187	ALL	426041.5	3766808	NonCancerChronicDerived_Inh	2.24E-05
188	ALL	426091.5	3766808	NonCancerChronicDerived_Inh	2.29E-05
189	ALL	426141.5	3766808	NonCancerChronicDerived_Inh	2.32E-05
190	ALL	426191.5	3766808	NonCancerChronicDerived_Inh	2.35E-05
191	ALL	426241.5	3766808	NonCancerChronicDerived_Inh	2.37E-05
192	ALL	426291.5	3766808	NonCancerChronicDerived_Inh	2.38E-05
193	ALL	426341.5	3766808	NonCancerChronicDerived_Inh	2.38E-05
194	ALL	426391.5	3766808	NonCancerChronicDerived_Inh	2.37E-05
195	ALL	426441.5	3766808	NonCancerChronicDerived_Inh	2.37E-05
196	ALL	426491.5	3766808	NonCancerChronicDerived_Inh	2.36E-05
197	ALL	426541.5	3766808	NonCancerChronicDerived_Inh	2.32E-05
198	ALL	426591.5	3766808	NonCancerChronicDerived_Inh	2.26E-05
199	ALL	426641.5	3766808	NonCancerChronicDerived_Inh	2.19E-05
200	ALL	426691.5	3766808	NonCancerChronicDerived_Inh	2.11E-05
201	ALL	426741.5	3766808	NonCancerChronicDerived_Inh	2.08E-05
202	ALL	426941.5	3766808	NonCancerChronicDerived_Inh	1.79E-05
203	ALL	426991.5	3766808	NonCancerChronicDerived_Inh	1.74E-05
204	ALL	427041.5	3766808	NonCancerChronicDerived_Inh	1.68E-05
205	ALL	427091.5	3766808	NonCancerChronicDerived_Inh	1.61E-05
206	ALL	427241.5	3766808	NonCancerChronicDerived_Inh	1.38E-05
207	ALL	427291.5	3766808	NonCancerChronicDerived_Inh	1.32E-05
208	ALL	427341.5	3766808	NonCancerChronicDerived_Inh	1.27E-05
209	ALL	427391.5	3766808	NonCancerChronicDerived_Inh	1.25E-05
210	ALL	427441.5	3766808	NonCancerChronicDerived_Inh	1.22E-05
211	ALL	427491.5	3766808	NonCancerChronicDerived_Inh	1.19E-05
212	ALL	427541.5	3766808	NonCancerChronicDerived_Inh	1.15E-05
213	ALL	426041.5	3766858	NonCancerChronicDerived_Inh	2.42E-05
214	ALL	426091.5	3766858	NonCancerChronicDerived_Inh	2.46E-05
215	ALL	426141.5	3766858	NonCancerChronicDerived_Inh	2.50E-05
216	ALL	426191.5	3766858	NonCancerChronicDerived_Inh	2.53E-05
217	ALL	426241.5	3766858	NonCancerChronicDerived_Inh	2.55E-05

218	ALL	426291.5	3766858	NonCancerChronicDerived_Inh	2.56E-05
219	ALL	426341.5	3766858	NonCancerChronicDerived_Inh	2.56E-05
220	ALL	426441.5	3766858	NonCancerChronicDerived_Inh	2.52E-05
221	ALL	426491.5	3766858	NonCancerChronicDerived_Inh	2.53E-05
222	ALL	426541.5	3766858	NonCancerChronicDerived_Inh	2.52E-05
223	ALL	426591.5	3766858	NonCancerChronicDerived_Inh	2.45E-05
224	ALL	426641.5	3766858	NonCancerChronicDerived_Inh	2.32E-05
225	ALL	426691.5	3766858	NonCancerChronicDerived_Inh	2.24E-05
226	ALL	426741.5	3766858	NonCancerChronicDerived_Inh	2.19E-05
227	ALL	426791.5	3766858	NonCancerChronicDerived_Inh	2.12E-05
228	ALL	426841.5	3766858	NonCancerChronicDerived_Inh	2.02E-05
229	ALL	426891.5	3766858	NonCancerChronicDerived_Inh	1.93E-05
230	ALL	426941.5	3766858	NonCancerChronicDerived_Inh	1.86E-05
231	ALL	426991.5	3766858	NonCancerChronicDerived_Inh	1.79E-05
232	ALL	427041.5	3766858	NonCancerChronicDerived_Inh	1.72E-05
233	ALL	427091.5	3766858	NonCancerChronicDerived_Inh	1.66E-05
234	ALL	427241.5	3766858	NonCancerChronicDerived_Inh	1.42E-05
235	ALL	427291.5	3766858	NonCancerChronicDerived_Inh	1.36E-05
236	ALL	427391.5	3766858	NonCancerChronicDerived_Inh	1.30E-05
237	ALL	427441.5	3766858	NonCancerChronicDerived_Inh	1.26E-05
238	ALL	427491.5	3766858	NonCancerChronicDerived_Inh	1.22E-05
239	ALL	427541.5	3766858	NonCancerChronicDerived_Inh	1.19E-05
240	ALL	426041.5	3766908	NonCancerChronicDerived_Inh	2.61E-05
241	ALL	426091.5	3766908	NonCancerChronicDerived_Inh	2.66E-05
242	ALL	426141.5	3766908	NonCancerChronicDerived_Inh	2.70E-05
243	ALL	426191.5	3766908	NonCancerChronicDerived_Inh	2.74E-05
244	ALL	426241.5	3766908	NonCancerChronicDerived_Inh	2.76E-05
245	ALL	426391.5	3766908	NonCancerChronicDerived_Inh	2.75E-05
246	ALL	426441.5	3766908	NonCancerChronicDerived_Inh	2.69E-05
247	ALL	426491.5	3766908	NonCancerChronicDerived_Inh	2.66E-05
248	ALL	426541.5	3766908	NonCancerChronicDerived_Inh	2.60E-05
249	ALL	426591.5	3766908	NonCancerChronicDerived_Inh	2.54E-05
250	ALL	426641.5	3766908	NonCancerChronicDerived_Inh	2.46E-05
251	ALL	426691.5	3766908	NonCancerChronicDerived_Inh	2.39E-05
252	ALL	426741.5	3766908	NonCancerChronicDerived_Inh	2.32E-05
253	ALL	426791.5	3766908	NonCancerChronicDerived_Inh	2.24E-05
254	ALL	426841.5	3766908	NonCancerChronicDerived_Inh	2.14E-05
255	ALL	426891.5	3766908	NonCancerChronicDerived_Inh	2.05E-05
256	ALL	426941.5	3766908	NonCancerChronicDerived_Inh	1.97E-05
257	ALL	426991.5	3766908	NonCancerChronicDerived_Inh	1.87E-05
258	ALL	427041.5	3766908	NonCancerChronicDerived_Inh	1.79E-05
259	ALL	427091.5	3766908	NonCancerChronicDerived_Inh	1.70E-05
260	ALL	427391.5	3766908	NonCancerChronicDerived_Inh	1.33E-05
261	ALL	427441.5	3766908	NonCancerChronicDerived_Inh	1.29E-05
262	ALL	427491.5	3766908	NonCancerChronicDerived_Inh	1.24E-05
263	ALL	427541.5	3766908	NonCancerChronicDerived_Inh	1.21E-05
264	ALL	426091.5	3766958	NonCancerChronicDerived_Inh	2.89E-05
265	ALL	426141.5	3766958	NonCancerChronicDerived_Inh	2.93E-05
266	ALL	426191.5	3766958	NonCancerChronicDerived_Inh	2.97E-05
267	ALL	426241.5	3766958	NonCancerChronicDerived_Inh	3.01E-05
268	ALL	426291.5	3766958	NonCancerChronicDerived_Inh	3.03E-05
269	ALL	426491.5	3766958	NonCancerChronicDerived_Inh	2.73E-05
270	ALL	426541.5	3766958	NonCancerChronicDerived_Inh	2.70E-05
271	ALL	426591.5	3766958	NonCancerChronicDerived_Inh	2.68E-05
272	ALL	426641.5	3766958	NonCancerChronicDerived_Inh	2.65E-05
273	ALL	426691.5	3766958	NonCancerChronicDerived_Inh	2.61E-05
274	ALL	426741.5	3766958	NonCancerChronicDerived_Inh	2.52E-05
275	ALL	426791.5	3766958	NonCancerChronicDerived_Inh	2.38E-05
276	ALL	426841.5	3766958	NonCancerChronicDerived_Inh	2.29E-05
277	ALL	426891.5	3766958	NonCancerChronicDerived_Inh	2.20E-05
278	ALL	426941.5	3766958	NonCancerChronicDerived_Inh	2.10E-05
279	ALL	426991.5	3766958	NonCancerChronicDerived_Inh	1.97E-05
280	ALL	427041.5	3766958	NonCancerChronicDerived_Inh	1.86E-05
281	ALL	427091.5	3766958	NonCancerChronicDerived_Inh	1.76E-05
282	ALL	426141.5	3767008	NonCancerChronicDerived_Inh	3.20E-05
283	ALL	426191.5	3767008	NonCancerChronicDerived_Inh	3.25E-05
284	ALL	426241.5	3767008	NonCancerChronicDerived_Inh	3.29E-05
285	ALL	426491.5	3767008	NonCancerChronicDerived_Inh	2.93E-05
286	ALL	426541.5	3767008	NonCancerChronicDerived_Inh	2.93E-05
287	ALL	426591.5	3767008	NonCancerChronicDerived_Inh	2.91E-05
288	ALL	426641.5	3767008	NonCancerChronicDerived_Inh	2.93E-05
289	ALL	426691.5	3767008	NonCancerChronicDerived_Inh	2.87E-05
290	ALL	426741.5	3767008	NonCancerChronicDerived_Inh	2.75E-05

291	ALL	426791.5	3767008	NonCancerChronicDerived_Inh	2.61E-05
292	ALL	426841.5	3767008	NonCancerChronicDerived_Inh	2.47E-05
293	ALL	426891.5	3767008	NonCancerChronicDerived_Inh	2.34E-05
294	ALL	426941.5	3767008	NonCancerChronicDerived_Inh	2.21E-05
295	ALL	426991.5	3767008	NonCancerChronicDerived_Inh	2.09E-05
296	ALL	427041.5	3767008	NonCancerChronicDerived_Inh	1.96E-05
297	ALL	427091.5	3767008	NonCancerChronicDerived_Inh	1.84E-05
298	ALL	426491.5	3767058	NonCancerChronicDerived_Inh	3.25E-05
299	ALL	426541.5	3767058	NonCancerChronicDerived_Inh	3.33E-05
300	ALL	426591.5	3767058	NonCancerChronicDerived_Inh	3.32E-05
301	ALL	426641.5	3767058	NonCancerChronicDerived_Inh	3.25E-05
302	ALL	426691.5	3767058	NonCancerChronicDerived_Inh	3.13E-05
303	ALL	426741.5	3767058	NonCancerChronicDerived_Inh	2.97E-05
304	ALL	426791.5	3767058	NonCancerChronicDerived_Inh	2.80E-05
305	ALL	426841.5	3767058	NonCancerChronicDerived_Inh	2.64E-05
306	ALL	426891.5	3767058	NonCancerChronicDerived_Inh	2.47E-05
307	ALL	426941.5	3767058	NonCancerChronicDerived_Inh	2.32E-05
308	ALL	426991.5	3767058	NonCancerChronicDerived_Inh	2.19E-05
309	ALL	427041.5	3767058	NonCancerChronicDerived_Inh	2.07E-05
310	ALL	427091.5	3767058	NonCancerChronicDerived_Inh	1.95E-05
311	ALL	426341.5	3767108	NonCancerChronicDerived_Inh	4.00E-05
312	ALL	426591.5	3767108	NonCancerChronicDerived_Inh	3.72E-05
313	ALL	426641.5	3767108	NonCancerChronicDerived_Inh	3.55E-05
314	ALL	426691.5	3767108	NonCancerChronicDerived_Inh	3.35E-05
315	ALL	426991.5	3767108	NonCancerChronicDerived_Inh	2.27E-05
316	ALL	427041.5	3767108	NonCancerChronicDerived_Inh	2.16E-05
317	ALL	427091.5	3767108	NonCancerChronicDerived_Inh	2.05E-05
318	ALL	426291.5	3767158	NonCancerChronicDerived_Inh	4.45E-05
319	ALL	426341.5	3767158	NonCancerChronicDerived_Inh	4.48E-05
320	ALL	426391.5	3767158	NonCancerChronicDerived_Inh	4.48E-05
321	ALL	426291.5	3767208	NonCancerChronicDerived_Inh	5.03E-05
322	ALL	426341.5	3767208	NonCancerChronicDerived_Inh	5.07E-05
323	ALL	426391.5	3767208	NonCancerChronicDerived_Inh	5.07E-05
324	ALL	426291.5	3767258	NonCancerChronicDerived_Inh	5.77E-05
325	ALL	426341.5	3767258	NonCancerChronicDerived_Inh	5.81E-05
326	ALL	426391.5	3767258	NonCancerChronicDerived_Inh	5.81E-05
327	ALL	426391.5	3767358	NonCancerChronicDerived_Inh	7.99E-05
328	ALL	426441.5	3767358	NonCancerChronicDerived_Inh	7.79E-05
329	ALL	426291.5	3767408	NonCancerChronicDerived_Inh	9.82E-05
330	ALL	426341.5	3767408	NonCancerChronicDerived_Inh	9.68E-05
331	ALL	426391.5	3767408	NonCancerChronicDerived_Inh	9.50E-05
332	ALL	426441.5	3767408	NonCancerChronicDerived_Inh	9.19E-05
333	ALL	426491.5	3767408	NonCancerChronicDerived_Inh	8.80E-05
334	ALL	426191.5	3767458	NonCancerChronicDerived_Inh	1.14E-04
335	ALL	426241.5	3767458	NonCancerChronicDerived_Inh	1.18E-04
336	ALL	426291.5	3767458	NonCancerChronicDerived_Inh	1.19E-04
337	ALL	426341.5	3767458	NonCancerChronicDerived_Inh	1.19E-04
338	ALL	426391.5	3767458	NonCancerChronicDerived_Inh	1.16E-04
339	ALL	426441.5	3767458	NonCancerChronicDerived_Inh	1.11E-04
340	ALL	426491.5	3767458	NonCancerChronicDerived_Inh	1.05E-04
341	ALL	426191.5	3767508	NonCancerChronicDerived_Inh	1.43E-04
342	ALL	426241.5	3767508	NonCancerChronicDerived_Inh	1.49E-04
343	ALL	426291.5	3767508	NonCancerChronicDerived_Inh	1.51E-04
344	ALL	426341.5	3767508	NonCancerChronicDerived_Inh	1.50E-04
345	ALL	426391.5	3767508	NonCancerChronicDerived_Inh	1.45E-04
346	ALL	426441.5	3767508	NonCancerChronicDerived_Inh	1.37E-04
347	ALL	426491.5	3767508	NonCancerChronicDerived_Inh	1.29E-04
348	ALL	426191.5	3767558	NonCancerChronicDerived_Inh	1.90E-04
349	ALL	426241.5	3767558	NonCancerChronicDerived_Inh	1.98E-04
350	ALL	426291.5	3767558	NonCancerChronicDerived_Inh	2.00E-04
351	ALL	426341.5	3767558	NonCancerChronicDerived_Inh	1.94E-04
352	ALL	426391.5	3767558	NonCancerChronicDerived_Inh	1.83E-04
353	ALL	426441.5	3767558	NonCancerChronicDerived_Inh	1.71E-04
354	ALL	426491.5	3767558	NonCancerChronicDerived_Inh	1.59E-04
355	ALL	427541.5	3767558	NonCancerChronicDerived_Inh	3.25E-05
356	ALL	426241.5	3767608	NonCancerChronicDerived_Inh	2.79E-04
357	ALL	426291.5	3767608	NonCancerChronicDerived_Inh	2.82E-04
358	ALL	426341.5	3767608	NonCancerChronicDerived_Inh	2.67E-04
359	ALL	426391.5	3767608	NonCancerChronicDerived_Inh	2.48E-04
360	ALL	426441.5	3767608	NonCancerChronicDerived_Inh	2.27E-04
361	ALL	426491.5	3767608	NonCancerChronicDerived_Inh	2.05E-04
362	ALL	427341.5	3767608	NonCancerChronicDerived_Inh	4.51E-05
363	ALL	427391.5	3767608	NonCancerChronicDerived_Inh	4.21E-05

364	ALL	427441.5	3767608	NonCancerChronicDerived_Inh	3.96E-05
365	ALL	427491.5	3767608	NonCancerChronicDerived_Inh	3.72E-05
366	ALL	427541.5	3767608	NonCancerChronicDerived_Inh	3.51E-05
367	ALL	426341.5	3767658	NonCancerChronicDerived_Inh	4.04E-04
368	ALL	426391.5	3767658	NonCancerChronicDerived_Inh	3.60E-04
369	ALL	426441.5	3767658	NonCancerChronicDerived_Inh	3.19E-04
370	ALL	426491.5	3767658	NonCancerChronicDerived_Inh	2.82E-04
371	ALL	427341.5	3767658	NonCancerChronicDerived_Inh	4.96E-05
372	ALL	427391.5	3767658	NonCancerChronicDerived_Inh	4.61E-05
373	ALL	427441.5	3767658	NonCancerChronicDerived_Inh	4.30E-05
374	ALL	427491.5	3767658	NonCancerChronicDerived_Inh	4.02E-05
375	ALL	427541.5	3767658	NonCancerChronicDerived_Inh	3.77E-05
376	ALL	426391.5	3767708	NonCancerChronicDerived_Inh	5.98E-04
377	ALL	426441.5	3767708	NonCancerChronicDerived_Inh	4.98E-04
378	ALL	427241.5	3767708	NonCancerChronicDerived_Inh	6.44E-05
379	ALL	427291.5	3767708	NonCancerChronicDerived_Inh	5.90E-05
380	ALL	427341.5	3767708	NonCancerChronicDerived_Inh	5.43E-05
381	ALL	427391.5	3767708	NonCancerChronicDerived_Inh	5.02E-05
382	ALL	427441.5	3767708	NonCancerChronicDerived_Inh	4.66E-05
383	ALL	427491.5	3767708	NonCancerChronicDerived_Inh	4.33E-05
384	ALL	427541.5	3767708	NonCancerChronicDerived_Inh	4.05E-05
385	ALL	426491.5	3767758	NonCancerChronicDerived_Inh	7.20E-04
386	ALL	427091.5	3767758	NonCancerChronicDerived_Inh	9.74E-05
387	ALL	427141.5	3767758	NonCancerChronicDerived_Inh	8.72E-05
388	ALL	427191.5	3767758	NonCancerChronicDerived_Inh	7.85E-05
389	ALL	427241.5	3767758	NonCancerChronicDerived_Inh	7.11E-05
390	ALL	427291.5	3767758	NonCancerChronicDerived_Inh	6.47E-05
391	ALL	427341.5	3767758	NonCancerChronicDerived_Inh	5.92E-05
392	ALL	427391.5	3767758	NonCancerChronicDerived_Inh	5.44E-05
393	ALL	427441.5	3767758	NonCancerChronicDerived_Inh	5.02E-05
394	ALL	427491.5	3767758	NonCancerChronicDerived_Inh	4.65E-05
395	ALL	427541.5	3767758	NonCancerChronicDerived_Inh	4.32E-05
396	ALL	426432.8	3767793	NonCancerChronicDerived_Inh	1.63E-03
397	ALL	426491.5	3767808	NonCancerChronicDerived_Inh	1.25E-03
398	ALL	427041.5	3767808	NonCancerChronicDerived_Inh	1.25E-04
399	ALL	427091.5	3767808	NonCancerChronicDerived_Inh	1.10E-04
400	ALL	427141.5	3767808	NonCancerChronicDerived_Inh	9.73E-05
401	ALL	427191.5	3767808	NonCancerChronicDerived_Inh	8.68E-05
402	ALL	427241.5	3767808	NonCancerChronicDerived_Inh	7.80E-05
403	ALL	427291.5	3767808	NonCancerChronicDerived_Inh	7.06E-05
404	ALL	427341.5	3767808	NonCancerChronicDerived_Inh	6.41E-05
405	ALL	427391.5	3767808	NonCancerChronicDerived_Inh	5.86E-05
406	ALL	427441.5	3767808	NonCancerChronicDerived_Inh	5.38E-05
407	ALL	427491.5	3767808	NonCancerChronicDerived_Inh	4.97E-05
408	ALL	427541.5	3767808	NonCancerChronicDerived_Inh	4.60E-05
409	ALL	426503.3	3767850	NonCancerChronicDerived_Inh	1.94E-03
410	ALL	426538.5	3767877	NonCancerChronicDerived_Inh	1.81E-03
411	ALL	426991.5	3767858	NonCancerChronicDerived_Inh	1.64E-04
412	ALL	427041.5	3767858	NonCancerChronicDerived_Inh	1.41E-04
413	ALL	427091.5	3767858	NonCancerChronicDerived_Inh	1.22E-04
414	ALL	427141.5	3767858	NonCancerChronicDerived_Inh	1.07E-04
415	ALL	427191.5	3767858	NonCancerChronicDerived_Inh	9.51E-05
416	ALL	427241.5	3767858	NonCancerChronicDerived_Inh	8.49E-05
417	ALL	427291.5	3767858	NonCancerChronicDerived_Inh	7.62E-05
418	ALL	427341.5	3767858	NonCancerChronicDerived_Inh	6.89E-05
419	ALL	427391.5	3767858	NonCancerChronicDerived_Inh	6.27E-05
420	ALL	427441.5	3767858	NonCancerChronicDerived_Inh	5.73E-05
421	ALL	427491.5	3767858	NonCancerChronicDerived_Inh	5.26E-05
422	ALL	427541.5	3767858	NonCancerChronicDerived_Inh	4.86E-05
423	ALL	426941.5	3767908	NonCancerChronicDerived_Inh	2.21E-04
424	ALL	426991.5	3767908	NonCancerChronicDerived_Inh	1.84E-04
425	ALL	427041.5	3767908	NonCancerChronicDerived_Inh	1.56E-04
426	ALL	427091.5	3767908	NonCancerChronicDerived_Inh	1.34E-04
427	ALL	427141.5	3767908	NonCancerChronicDerived_Inh	1.17E-04
428	ALL	427191.5	3767908	NonCancerChronicDerived_Inh	1.03E-04
429	ALL	427241.5	3767908	NonCancerChronicDerived_Inh	9.10E-05
430	ALL	427291.5	3767908	NonCancerChronicDerived_Inh	8.14E-05
431	ALL	427341.5	3767908	NonCancerChronicDerived_Inh	7.32E-05
432	ALL	427391.5	3767908	NonCancerChronicDerived_Inh	6.63E-05
433	ALL	427441.5	3767908	NonCancerChronicDerived_Inh	6.04E-05
434	ALL	427491.5	3767908	NonCancerChronicDerived_Inh	5.53E-05
435	ALL	427541.5	3767908	NonCancerChronicDerived_Inh	5.09E-05
436	ALL	426891.5	3767958	NonCancerChronicDerived_Inh	3.13E-04

437	ALL	426941.5	3767958	NonCancerChronicDerived_Inh	2.46E-04
438	ALL	426991.5	3767958	NonCancerChronicDerived_Inh	2.02E-04
439	ALL	427041.5	3767958	NonCancerChronicDerived_Inh	1.69E-04
440	ALL	427091.5	3767958	NonCancerChronicDerived_Inh	1.44E-04
441	ALL	427141.5	3767958	NonCancerChronicDerived_Inh	1.25E-04
442	ALL	427191.5	3767958	NonCancerChronicDerived_Inh	1.09E-04
443	ALL	427241.5	3767958	NonCancerChronicDerived_Inh	9.62E-05
444	ALL	427291.5	3767958	NonCancerChronicDerived_Inh	8.56E-05
445	ALL	427341.5	3767958	NonCancerChronicDerived_Inh	7.68E-05
446	ALL	427391.5	3767958	NonCancerChronicDerived_Inh	6.93E-05
447	ALL	427441.5	3767958	NonCancerChronicDerived_Inh	6.30E-05
448	ALL	427491.5	3767958	NonCancerChronicDerived_Inh	5.75E-05
449	ALL	427541.5	3767958	NonCancerChronicDerived_Inh	5.28E-05
450	ALL	426841.5	3768008	NonCancerChronicDerived_Inh	4.80E-04
451	ALL	426891.5	3768008	NonCancerChronicDerived_Inh	3.46E-04
452	ALL	426941.5	3768008	NonCancerChronicDerived_Inh	2.65E-04
453	ALL	426991.5	3768008	NonCancerChronicDerived_Inh	2.14E-04
454	ALL	427041.5	3768008	NonCancerChronicDerived_Inh	1.78E-04
455	ALL	427091.5	3768008	NonCancerChronicDerived_Inh	1.51E-04
456	ALL	427141.5	3768008	NonCancerChronicDerived_Inh	1.30E-04
457	ALL	427191.5	3768008	NonCancerChronicDerived_Inh	1.13E-04
458	ALL	427241.5	3768008	NonCancerChronicDerived_Inh	9.96E-05
459	ALL	427291.5	3768008	NonCancerChronicDerived_Inh	8.85E-05
460	ALL	427341.5	3768008	NonCancerChronicDerived_Inh	7.92E-05
461	ALL	427391.5	3768008	NonCancerChronicDerived_Inh	7.14E-05
462	ALL	427441.5	3768008	NonCancerChronicDerived_Inh	6.48E-05
463	ALL	427491.5	3768008	NonCancerChronicDerived_Inh	5.91E-05
464	ALL	427541.5	3768008	NonCancerChronicDerived_Inh	5.42E-05
465	ALL	426841.5	3768058	NonCancerChronicDerived_Inh	5.02E-04
466	ALL	426891.5	3768058	NonCancerChronicDerived_Inh	3.48E-04
467	ALL	426941.5	3768058	NonCancerChronicDerived_Inh	2.66E-04
468	ALL	426991.5	3768058	NonCancerChronicDerived_Inh	2.15E-04
469	ALL	427041.5	3768058	NonCancerChronicDerived_Inh	1.79E-04
470	ALL	427091.5	3768058	NonCancerChronicDerived_Inh	1.52E-04
471	ALL	427141.5	3768058	NonCancerChronicDerived_Inh	1.31E-04
472	ALL	427191.5	3768058	NonCancerChronicDerived_Inh	1.14E-04
473	ALL	427241.5	3768058	NonCancerChronicDerived_Inh	1.01E-04
474	ALL	427291.5	3768058	NonCancerChronicDerived_Inh	8.97E-05
475	ALL	427341.5	3768058	NonCancerChronicDerived_Inh	8.03E-05
476	ALL	427391.5	3768058	NonCancerChronicDerived_Inh	7.24E-05
477	ALL	427441.5	3768058	NonCancerChronicDerived_Inh	6.57E-05
478	ALL	427491.5	3768058	NonCancerChronicDerived_Inh	5.99E-05
479	ALL	427541.5	3768058	NonCancerChronicDerived_Inh	5.49E-05
480	ALL	426941.5	3768108	NonCancerChronicDerived_Inh	2.48E-04
481	ALL	426991.5	3768108	NonCancerChronicDerived_Inh	2.04E-04
482	ALL	427041.5	3768108	NonCancerChronicDerived_Inh	1.72E-04
483	ALL	427091.5	3768108	NonCancerChronicDerived_Inh	1.48E-04
484	ALL	427141.5	3768108	NonCancerChronicDerived_Inh	1.28E-04
485	ALL	427191.5	3768108	NonCancerChronicDerived_Inh	1.13E-04
486	ALL	427241.5	3768108	NonCancerChronicDerived_Inh	9.97E-05
487	ALL	427291.5	3768108	NonCancerChronicDerived_Inh	8.90E-05
488	ALL	427341.5	3768108	NonCancerChronicDerived_Inh	8.00E-05
489	ALL	427391.5	3768108	NonCancerChronicDerived_Inh	7.23E-05
490	ALL	427441.5	3768108	NonCancerChronicDerived_Inh	6.57E-05
491	ALL	427491.5	3768108	NonCancerChronicDerived_Inh	6.00E-05
492	ALL	427541.5	3768108	NonCancerChronicDerived_Inh	5.51E-05
493	ALL	427041.5	3768158	NonCancerChronicDerived_Inh	1.58E-04
494	ALL	427091.5	3768158	NonCancerChronicDerived_Inh	1.38E-04
495	ALL	427141.5	3768158	NonCancerChronicDerived_Inh	1.22E-04
496	ALL	427191.5	3768158	NonCancerChronicDerived_Inh	1.08E-04
497	ALL	427241.5	3768158	NonCancerChronicDerived_Inh	9.63E-05
498	ALL	427291.5	3768158	NonCancerChronicDerived_Inh	8.65E-05
499	ALL	427341.5	3768158	NonCancerChronicDerived_Inh	7.81E-05
500	ALL	427391.5	3768158	NonCancerChronicDerived_Inh	7.09E-05
501	ALL	427441.5	3768158	NonCancerChronicDerived_Inh	6.47E-05
502	ALL	427491.5	3768158	NonCancerChronicDerived_Inh	5.93E-05
503	ALL	427541.5	3768158	NonCancerChronicDerived_Inh	5.45E-05
504	ALL	427141.5	3768208	NonCancerChronicDerived_Inh	1.12E-04
505	ALL	427191.5	3768208	NonCancerChronicDerived_Inh	1.01E-04
506	ALL	427241.5	3768208	NonCancerChronicDerived_Inh	9.10E-05
507	ALL	427291.5	3768208	NonCancerChronicDerived_Inh	8.24E-05
508	ALL	427341.5	3768208	NonCancerChronicDerived_Inh	7.50E-05
509	ALL	427391.5	3768208	NonCancerChronicDerived_Inh	6.85E-05

510	ALL	427441.5	3768208	NonCancerChronicDerived_Inh	6.28E-05
511	ALL	427491.5	3768208	NonCancerChronicDerived_Inh	5.78E-05
512	ALL	427541.5	3768208	NonCancerChronicDerived_Inh	5.34E-05
513	ALL	427391.5	3768258	NonCancerChronicDerived_Inh	6.53E-05
514	ALL	427441.5	3768258	NonCancerChronicDerived_Inh	6.03E-05
515	ALL	427491.5	3768258	NonCancerChronicDerived_Inh	5.57E-05
516	ALL	427541.5	3768258	NonCancerChronicDerived_Inh	5.17E-05
517	ALL	425291.5	3768508	NonCancerChronicDerived_Inh	2.06E-05
518	ALL	425341.5	3768508	NonCancerChronicDerived_Inh	2.18E-05
519	ALL	425391.5	3768508	NonCancerChronicDerived_Inh	2.31E-05
520	ALL	425441.5	3768508	NonCancerChronicDerived_Inh	2.46E-05
521	ALL	425191.5	3768558	NonCancerChronicDerived_Inh	1.77E-05
522	ALL	425241.5	3768558	NonCancerChronicDerived_Inh	1.86E-05
523	ALL	425291.5	3768558	NonCancerChronicDerived_Inh	1.96E-05
524	ALL	425341.5	3768558	NonCancerChronicDerived_Inh	2.07E-05
525	ALL	425391.5	3768558	NonCancerChronicDerived_Inh	2.19E-05
526	ALL	425441.5	3768558	NonCancerChronicDerived_Inh	2.32E-05
527	ALL	425491.5	3768558	NonCancerChronicDerived_Inh	2.46E-05
528	ALL	425141.5	3768608	NonCancerChronicDerived_Inh	1.62E-05
529	ALL	425191.5	3768608	NonCancerChronicDerived_Inh	1.70E-05
530	ALL	425241.5	3768608	NonCancerChronicDerived_Inh	1.78E-05
531	ALL	425291.5	3768608	NonCancerChronicDerived_Inh	1.87E-05
532	ALL	425341.5	3768608	NonCancerChronicDerived_Inh	1.97E-05
533	ALL	425391.5	3768608	NonCancerChronicDerived_Inh	2.08E-05
534	ALL	425441.5	3768608	NonCancerChronicDerived_Inh	2.19E-05
535	ALL	425491.5	3768608	NonCancerChronicDerived_Inh	2.31E-05
536	ALL	425541.5	3768608	NonCancerChronicDerived_Inh	2.44E-05
537	ALL	425191.5	3768658	NonCancerChronicDerived_Inh	1.63E-05
538	ALL	425241.5	3768658	NonCancerChronicDerived_Inh	1.71E-05
539	ALL	425291.5	3768658	NonCancerChronicDerived_Inh	1.79E-05
540	ALL	425341.5	3768658	NonCancerChronicDerived_Inh	1.88E-05
541	ALL	425391.5	3768658	NonCancerChronicDerived_Inh	1.97E-05
542	ALL	425441.5	3768658	NonCancerChronicDerived_Inh	2.07E-05
543	ALL	425491.5	3768658	NonCancerChronicDerived_Inh	2.17E-05
544	ALL	425541.5	3768658	NonCancerChronicDerived_Inh	2.29E-05
545	ALL	425591.5	3768658	NonCancerChronicDerived_Inh	2.40E-05
546	ALL	425191.5	3768708	NonCancerChronicDerived_Inh	1.57E-05
547	ALL	425241.5	3768708	NonCancerChronicDerived_Inh	1.64E-05
548	ALL	425291.5	3768708	NonCancerChronicDerived_Inh	1.71E-05
549	ALL	425341.5	3768708	NonCancerChronicDerived_Inh	1.79E-05
550	ALL	425391.5	3768708	NonCancerChronicDerived_Inh	1.87E-05
551	ALL	425441.5	3768708	NonCancerChronicDerived_Inh	1.95E-05
552	ALL	425491.5	3768708	NonCancerChronicDerived_Inh	2.05E-05
553	ALL	425541.5	3768708	NonCancerChronicDerived_Inh	2.14E-05
554	ALL	425591.5	3768708	NonCancerChronicDerived_Inh	2.24E-05
555	ALL	425641.5	3768708	NonCancerChronicDerived_Inh	2.35E-05
556	ALL	425691.5	3768708	NonCancerChronicDerived_Inh	2.46E-05
557	ALL	425241.5	3768758	NonCancerChronicDerived_Inh	1.57E-05
558	ALL	425291.5	3768758	NonCancerChronicDerived_Inh	1.63E-05
559	ALL	425341.5	3768758	NonCancerChronicDerived_Inh	1.70E-05
560	ALL	425391.5	3768758	NonCancerChronicDerived_Inh	1.77E-05
561	ALL	425441.5	3768758	NonCancerChronicDerived_Inh	1.85E-05
562	ALL	425491.5	3768758	NonCancerChronicDerived_Inh	1.93E-05
563	ALL	425541.5	3768758	NonCancerChronicDerived_Inh	2.01E-05
564	ALL	425591.5	3768758	NonCancerChronicDerived_Inh	2.10E-05
565	ALL	425641.5	3768758	NonCancerChronicDerived_Inh	2.19E-05
566	ALL	425691.5	3768758	NonCancerChronicDerived_Inh	2.28E-05
567	ALL	425291.5	3768808	NonCancerChronicDerived_Inh	1.56E-05
568	ALL	425341.5	3768808	NonCancerChronicDerived_Inh	1.62E-05
569	ALL	425391.5	3768808	NonCancerChronicDerived_Inh	1.68E-05
570	ALL	425441.5	3768808	NonCancerChronicDerived_Inh	1.75E-05
571	ALL	425491.5	3768808	NonCancerChronicDerived_Inh	1.82E-05
572	ALL	425541.5	3768808	NonCancerChronicDerived_Inh	1.89E-05
573	ALL	425591.5	3768808	NonCancerChronicDerived_Inh	1.97E-05
574	ALL	425641.5	3768808	NonCancerChronicDerived_Inh	2.04E-05
575	ALL	425691.5	3768808	NonCancerChronicDerived_Inh	2.12E-05
576	ALL	425741.5	3768808	NonCancerChronicDerived_Inh	2.20E-05
577	ALL	425341.5	3768858	NonCancerChronicDerived_Inh	1.54E-05
578	ALL	425391.5	3768858	NonCancerChronicDerived_Inh	1.60E-05
579	ALL	425441.5	3768858	NonCancerChronicDerived_Inh	1.66E-05
580	ALL	425491.5	3768858	NonCancerChronicDerived_Inh	1.72E-05
581	ALL	425541.5	3768858	NonCancerChronicDerived_Inh	1.78E-05
582	ALL	425591.5	3768858	NonCancerChronicDerived_Inh	1.85E-05

583	ALL	425641.5	3768858	NonCancerChronicDerived_Inh	1.91E-05
584	ALL	425691.5	3768858	NonCancerChronicDerived_Inh	1.98E-05
585	ALL	425841.5	3768858	NonCancerChronicDerived_Inh	2.19E-05
586	ALL	425891.5	3768858	NonCancerChronicDerived_Inh	2.26E-05
587	ALL	425941.5	3768858	NonCancerChronicDerived_Inh	2.32E-05
588	ALL	425991.5	3768858	NonCancerChronicDerived_Inh	2.39E-05
589	ALL	426041.5	3768858	NonCancerChronicDerived_Inh	2.46E-05
590	ALL	426091.5	3768858	NonCancerChronicDerived_Inh	2.52E-05
591	ALL	426141.5	3768858	NonCancerChronicDerived_Inh	2.58E-05
592	ALL	426191.5	3768858	NonCancerChronicDerived_Inh	2.62E-05
593	ALL	425391.5	3768908	NonCancerChronicDerived_Inh	1.52E-05
594	ALL	425441.5	3768908	NonCancerChronicDerived_Inh	1.58E-05
595	ALL	425491.5	3768908	NonCancerChronicDerived_Inh	1.63E-05
596	ALL	425541.5	3768908	NonCancerChronicDerived_Inh	1.68E-05
597	ALL	425591.5	3768908	NonCancerChronicDerived_Inh	1.74E-05
598	ALL	425641.5	3768908	NonCancerChronicDerived_Inh	1.80E-05
599	ALL	425691.5	3768908	NonCancerChronicDerived_Inh	1.85E-05
600	ALL	425841.5	3768908	NonCancerChronicDerived_Inh	2.03E-05
601	ALL	425891.5	3768908	NonCancerChronicDerived_Inh	2.09E-05
602	ALL	425941.5	3768908	NonCancerChronicDerived_Inh	2.15E-05
603	ALL	425991.5	3768908	NonCancerChronicDerived_Inh	2.20E-05
604	ALL	426041.5	3768908	NonCancerChronicDerived_Inh	2.26E-05
605	ALL	426091.5	3768908	NonCancerChronicDerived_Inh	2.31E-05
606	ALL	426141.5	3768908	NonCancerChronicDerived_Inh	2.36E-05
607	ALL	426191.5	3768908	NonCancerChronicDerived_Inh	2.40E-05
608	ALL	426241.5	3768908	NonCancerChronicDerived_Inh	2.43E-05
609	ALL	426291.5	3768908	NonCancerChronicDerived_Inh	2.45E-05
610	ALL	426341.5	3768908	NonCancerChronicDerived_Inh	2.47E-05
611	ALL	426391.5	3768908	NonCancerChronicDerived_Inh	2.48E-05
612	ALL	426441.5	3768908	NonCancerChronicDerived_Inh	2.48E-05
613	ALL	426491.5	3768908	NonCancerChronicDerived_Inh	2.47E-05
614	ALL	426541.5	3768908	NonCancerChronicDerived_Inh	2.46E-05
615	ALL	426591.5	3768908	NonCancerChronicDerived_Inh	2.45E-05
616	ALL	426641.5	3768908	NonCancerChronicDerived_Inh	2.44E-05
617	ALL	426691.5	3768908	NonCancerChronicDerived_Inh	2.42E-05
618	ALL	425491.5	3768958	NonCancerChronicDerived_Inh	1.54E-05
619	ALL	425541.5	3768958	NonCancerChronicDerived_Inh	1.59E-05
620	ALL	425591.5	3768958	NonCancerChronicDerived_Inh	1.64E-05
621	ALL	425641.5	3768958	NonCancerChronicDerived_Inh	1.69E-05
622	ALL	425691.5	3768958	NonCancerChronicDerived_Inh	1.74E-05
623	ALL	425841.5	3768958	NonCancerChronicDerived_Inh	1.89E-05
624	ALL	425891.5	3768958	NonCancerChronicDerived_Inh	1.94E-05
625	ALL	425941.5	3768958	NonCancerChronicDerived_Inh	1.99E-05
626	ALL	425991.5	3768958	NonCancerChronicDerived_Inh	2.04E-05
627	ALL	426041.5	3768958	NonCancerChronicDerived_Inh	2.09E-05
628	ALL	426091.5	3768958	NonCancerChronicDerived_Inh	2.13E-05
629	ALL	426141.5	3768958	NonCancerChronicDerived_Inh	2.17E-05
630	ALL	426191.5	3768958	NonCancerChronicDerived_Inh	2.20E-05
631	ALL	426241.5	3768958	NonCancerChronicDerived_Inh	2.23E-05
632	ALL	426291.5	3768958	NonCancerChronicDerived_Inh	2.25E-05
633	ALL	426341.5	3768958	NonCancerChronicDerived_Inh	2.27E-05
634	ALL	426391.5	3768958	NonCancerChronicDerived_Inh	2.27E-05
635	ALL	426441.5	3768958	NonCancerChronicDerived_Inh	2.27E-05
636	ALL	426491.5	3768958	NonCancerChronicDerived_Inh	2.27E-05
637	ALL	426541.5	3768958	NonCancerChronicDerived_Inh	2.26E-05
638	ALL	426591.5	3768958	NonCancerChronicDerived_Inh	2.25E-05
639	ALL	426641.5	3768958	NonCancerChronicDerived_Inh	2.24E-05
640	ALL	426691.5	3768958	NonCancerChronicDerived_Inh	2.22E-05
641	ALL	425842.8	3768811	NonCancerChronicDerived_Inh	2.36E-05
642	ALL	425892.8	3768811	NonCancerChronicDerived_Inh	2.44E-05
643	ALL	425942.8	3768811	NonCancerChronicDerived_Inh	2.52E-05
644	ALL	425990.1	3768813	NonCancerChronicDerived_Inh	2.58E-05
645	ALL	426242	3768873	NonCancerChronicDerived_Inh	2.59E-05
646	ALL	426292	3768873	NonCancerChronicDerived_Inh	2.61E-05
647	ALL	426342	3768873	NonCancerChronicDerived_Inh	2.63E-05
648	ALL	426392	3768873	NonCancerChronicDerived_Inh	2.64E-05
649	ALL	426442	3768873	NonCancerChronicDerived_Inh	2.64E-05
650	ALL	426492	3768873	NonCancerChronicDerived_Inh	2.63E-05
651	ALL	426542	3768873	NonCancerChronicDerived_Inh	2.63E-05
652	ALL	426592	3768873	NonCancerChronicDerived_Inh	2.61E-05
653	ALL	426642	3768873	NonCancerChronicDerived_Inh	2.60E-05
654	ALL	426692	3768873	NonCancerChronicDerived_Inh	2.58E-05
655	ALL	426806.3	3768033	NonCancerChronicDerived_Inh	6.99E-04

656	ALL	426768.1	3768009	NonCancerChronicDerived_Inh	9.80E-04
657	ALL	426466.6	3767821	NonCancerChronicDerived_Inh	1.85E-03

Appendix C

Roadway Health Risk Assessment Supporting Data

Elephant Hill
Operational Roadway Health Risk Assessment - Roadway Emission Inventory

2028

Vehicle Class	Fuel Type	Buildout Year Diesel Vehicle Volume (2028)[2]	Distance (meter)[3]	Distance (miles)	Daily VMT	PM10					Adjusted Indoor Emissions Exposure[4]	
						EF (g/mile)	Emission (g/day)	Emission (lb/hr)	Emission (lb/yr)	Emission (ton/yr)	Emission (lb/hr)	Emission (lb/yr)
SLINE1: SR-57, at Valley Blvd/Temple Ave, Northbound (From Temple Avenue to Valley Blvd), Trucks												
All Trucks	DSL	8	2,246	1.40	11	0.0112	0.12	0.0000	0.10	4.981E-05	0.000003	0.03
SLINE2: SR-57, at Valley Blvd/Temple Ave, Northbound (From Temple Avenue to Valley Blvd), Non-Trucks												
Non-Trucks	DSL	4,003	2,246	1.40	5,588	0.0055	30.57	0.0028	24.60	0.0122982	0.0009	7.48
SLINE3: SR-57, at Valley Blvd/Temple Ave, Southbound (From Temple Avenue to Valley Blvd), Trucks												
All Trucks	DSL	7	2,209	1.37	10	0.0112	0.11	0.0000	0.09	4.624E-05	0.000003	0.03
SLINE4: SR-57, at Valley Blvd/Temple Ave, Southbound (From Temple Avenue to Valley Blvd), Non-Trucks												
Non-Trucks	DSL	3,759	2,209	1.37	5,161	0.0055	28.23	0.0026	22.72	0.0113583	0.0008	6.91

1. Estimated based on the EMFAC2017 emission rates and vehicle fleet breakdown, and Caltrans average daily vehicle and truck traffic provided by PeMs (Caltrans 2019).

2. Estimated based on Caltrans annual growth projection between 2019 and 2022 using PeMs (Caltrans 2028). When annual growth was a negative number, no growth (0%) was conservatively assumed instead.

3. Based on the modeled link length used in the AERMOD model.

4. Adjusted indoor exposure assumes the following:

% Reduction Assumed

87% % Time Indoors
80% % MERV13 PM10 Reduction
69.60% Total Reduction

```
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        ***     MODEL SETUP OPTIONS SUMMARY ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for   418 Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =   9818605.0 ;  Urban Roughness Length =  1.000 m

 **Model Uses Regulatory DEFAULT Options:
         1. Stack-tip Downwash.
         2. Model Accounts for ELEVated Terrain Effects.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
         ADJ_U*   - Use ADJ_U* option for SBL in AERMET
         CCVR_Sub - Meteorological data includes CCVR substitutions
         TEMP_Sub - Meteorological data includes TEMP substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  PM_10

 **Model Calculates  1 Short Term Average(s) of:   1-HR
     and Calculates PERIOD Averages

 **This Run Includes:    418 Source(s);       1 Source Group(s); and     252 Receptor(s)

                with:      0 POINT(s), including
                           0 POINTCAP(s) and      0 POINTHOR(s)
```

```
                and:    418 VOLUME source(s)
                and:      0 AREA type source(s)
                and:      0 LINE source(s)
                and:      0 RLINE/RLINEXT source(s)
                and:      0 OPENPIT source(s)
                and:      0 BUOYANT LINE source(s) with a total of     0 line(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  16216

 **Output Options Selected:
         Model Outputs Tables of PERIOD Averages by Receptor
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE
Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE
Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE
Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and
Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   198.00 ;  Decay
Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                                 ;
Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.7 MB of RAM.

 **Input Runstream File:          aermod.inp

 **Output Print File:             aermod.out


 **Detailed Error/Message File:   Elephant_Hill_Roadway.err

 **File for Summary of Results:   Elephant_Hill_Roadway.sum

 *** AERMOD - VERSION 21112  ***   *** C:\Lakes\AERMOD
View\Elephant_Hill_Res_Project\Elephant_Hill_Res_Pro ***        11/18/22
 *** AERMET - VERSION  16216 ***   ***
                       ***        12:49:07

                                  PAGE   2
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
```

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***

(1=YES; 0=NO)

```
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1
1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
           1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
```

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***

(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: P:\300.Environmental\13105 City of Pomona Planning On-Call\03 Task Orders\02_Ele Met Version: 16216
Profile file: P:\300.Environmental\13105 City of Pomona Planning On-Call\03 Task Orders\02_Ele
Surface format: FREE

Profile format: FREE

Surface station no.: 3179 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN

Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-2.3	0.067	-9.000	-9.000	-999.	41.	11.2	0.09	0.74	1.00	0.73	313.	7.9	279.2	2.0
12	01	01	1	02	-2.7	0.070	-9.000	-9.000	-999.	44.	11.3	0.09	0.74	1.00	0.80	342.	7.9	280.9	2.0
12	01	01	1	03	-5.6	0.098	-9.000	-9.000	-999.	73.	14.7	0.09	0.74	1.00	1.20	9.	7.9	281.4	2.0
12	01	01	1	04	-3.5	0.078	-9.000	-9.000	-999.	52.	11.9	0.09	0.74	1.00	0.94	21.	7.9	282.0	2.0
12	01	01	1	05	-8.4	0.119	-9.000	-9.000	-999.	99.	18.1	0.09	0.74	1.00	1.45	353.	7.9	279.9	2.0
12	01	01	1	06	-7.6	0.113	-9.000	-9.000	-999.	91.	17.0	0.09	0.74	1.00	1.38	325.	7.9	277.5	2.0
12	01	01	1	07	-8.0	0.117	-9.000	-9.000	-999.	96.	17.7	0.09	0.74	1.00	1.42	313.	7.9	281.4	2.0
12	01	01	1	08	-5.2	0.101	-9.000	-9.000	-999.	77.	17.5	0.09	0.74	0.53	1.23	19.	7.9	280.9	2.0
12	01	01	1	09	23.2	0.117	0.267	0.012	29.	97.	-6.2	0.09	0.74	0.31	0.96	318.	7.9	287.5	2.0
12	01	01	1	10	65.2	0.101	0.531	0.014	82.	77.	-1.4	0.09	0.74	0.24	0.63	244.	7.9	291.4	2.0
12	01	01	1	11	95.5	0.162	0.778	0.008	176.	156.	-4.0	0.09	0.74	0.21	1.23	91.	7.9	296.4	2.0
12	01	01	1	12	110.8	0.197	1.018	0.005	338.	209.	-6.1	0.09	0.74	0.20	1.60	90.	7.9	299.9	2.0
12	01	01	1	13	110.5	0.229	1.184	0.005	534.	262.	-9.6	0.09	0.74	0.20	1.98	92.	7.9	302.0	2.0
12	01	01	1	14	94.6	0.185	1.215	0.005	674.	191.	-5.9	0.09	0.74	0.21	1.50	73.	7.9	303.1	2.0
12	01	01	1	15	68.6	0.187	1.184	0.005	858.	194.	-8.4	0.09	0.74	0.25	1.59	64.	7.9	303.1	2.0
12	01	01	1	16	24.9	0.255	0.862	0.005	911.	308.	-58.8	0.09	0.74	0.34	2.61	92.	7.9	300.4	2.0
12	01	01	1	17	-13.7	0.168	-9.000	-9.000	-999.	168.	31.1	0.09	0.74	0.62	1.98	107.	7.9	295.4	2.0
12	01	01	1	18	-26.7	0.279	-9.000	-9.000	-999.	354.	85.6	0.09	0.74	1.00	3.22	134.	7.9	291.4	2.0
12	01	01	1	19	-8.0	0.118	-9.000	-9.000	-999.	120.	18.2	0.09	0.74	1.00	1.43	37.	7.9	290.4	2.0
12	01	01	1	20	-7.7	0.115	-9.000	-9.000	-999.	94.	17.6	0.09	0.74						

```
1.00    1.40   49.    7.9  287.0    2.0
 12 01 01   1 21   -9.7  0.130 -9.000 -9.000 -999.  113.     20.2  0.09   0.74
1.00    1.57   26.    7.9  288.8    2.0
 12 01 01   1 22   -4.8  0.090 -9.000 -9.000 -999.   65.     13.6  0.09   0.74
1.00    1.11   56.    7.9  284.9    2.0
 12 01 01   1 23  -11.5  0.141 -9.000 -9.000 -999.  127.     21.9  0.09   0.74
1.00    1.69   36.    7.9  282.0    2.0
 12 01 01   1 24  -16.9  0.172 -9.000 -9.000 -999.  171.     32.4  0.09   0.74
1.00    2.03   33.    7.9  279.9    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
 12 01 01 01    7.9 1  313.    0.73   279.3   99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
```

*HARP - HRACalc v22118 6/14/2022 12:23:33 PM - Cancer Risk - Input File: C:\Users\imcintire\Deskto

REC	GRP	NETID	X	Y	RISK_SUM	SCENARIO
1	ALL		426209.6	3767729	5.41E-06	30YrCancerRMP_Inh_FAH16to70
106	ALL		426201.1	3767804	5.33E-06	30YrCancerRMP_Inh_FAH16to70
3	ALL		426197.2	3767821	5.31E-06	30YrCancerRMP_Inh_FAH16to70
6	ALL		426168.8	3767906	5.20E-06	30YrCancerRMP_Inh_FAH16to70
100	ALL		426168	3767921	5.17E-06	30YrCancerRMP_Inh_FAH16to70
2	ALL		426204.8	3767769	5.13E-06	30YrCancerRMP_Inh_FAH16to70
12	ALL		426203.1	3767785	5.10E-06	30YrCancerRMP_Inh_FAH16to70
101	ALL		426174.6	3767951	4.82E-06	30YrCancerRMP_Inh_FAH16to70
103	ALL		426234	3767738	4.82E-06	30YrCancerRMP_Inh_FAH16to70
22	ALL		426222.8	3767753	4.82E-06	30YrCancerRMP_Inh_FAH16to70
5	ALL		426169.8	3767891	4.80E-06	30YrCancerRMP_Inh_FAH16to70
102	ALL		426181.7	3767966	4.78E-06	30YrCancerRMP_Inh_FAH16to70
7	ALL		426170.4	3767935	4.75E-06	30YrCancerRMP_Inh_FAH16to70
108	ALL		426223.9	3767810	4.72E-06	30YrCancerRMP_Inh_FAH16to70
104	ALL		426228.1	3767791	4.58E-06	30YrCancerRMP_Inh_FAH16to70
105	ALL		426228.1	3767776	4.57E-06	30YrCancerRMP_Inh_FAH16to70
8	ALL		426191.7	3767981	4.46E-06	30YrCancerRMP_Inh_FAH16to70
4	ALL		426195.8	3767837	4.25E-06	30YrCancerRMP_Inh_FAH16to70
93	ALL		426269.1	3767758	4.08E-06	30YrCancerRMP_Inh_FAH16to70
92	ALL		426266.1	3767773	4.01E-06	30YrCancerRMP_Inh_FAH16to70
107	ALL		426222.2	3767827	4.01E-06	30YrCancerRMP_Inh_FAH16to70
91	ALL		426263.6	3767805	4.00E-06	30YrCancerRMP_Inh_FAH16to70
19	ALL		426201.2	3767996	3.93E-06	30YrCancerRMP_Inh_FAH16to70
89	ALL		426260.8	3767818	3.91E-06	30YrCancerRMP_Inh_FAH16to70
90	ALL		426264.3	3767787	3.91E-06	30YrCancerRMP_Inh_FAH16to70
24	ALL		426291.8	3767771	3.69E-06	30YrCancerRMP_Inh_FAH16to70
18	ALL		426212.5	3767969	3.67E-06	30YrCancerRMP_Inh_FAH16to70
23	ALL		426292.5	3767752	3.62E-06	30YrCancerRMP_Inh_FAH16to70
30	ALL		426285.9	3767817	3.55E-06	30YrCancerRMP_Inh_FAH16to70
28	ALL		426296.4	3767805	3.53E-06	30YrCancerRMP_Inh_FAH16to70
98	ALL		426303.3	3767773	3.53E-06	30YrCancerRMP_Inh_FAH16to70
26	ALL		426298.8	3767789	3.47E-06	30YrCancerRMP_Inh_FAH16to70
95	ALL		426297.4	3767820	3.40E-06	30YrCancerRMP_Inh_FAH16to70
96	ALL		426306.7	3767807	3.40E-06	30YrCancerRMP_Inh_FAH16to70
97	ALL		426308.8	3767791	3.38E-06	30YrCancerRMP_Inh_FAH16to70
25	ALL		426314.5	3767775	3.36E-06	30YrCancerRMP_Inh_FAH16to70
13	ALL		426193.4	3767854	3.35E-06	30YrCancerRMP_Inh_FAH16to70
117	ALL		426202.7	3767951	3.34E-06	30YrCancerRMP_Inh_FAH16to70
27	ALL		426322.1	3767792	3.26E-06	30YrCancerRMP_Inh_FAH16to70
31	ALL		426309.9	3767823	3.26E-06	30YrCancerRMP_Inh_FAH16to70
29	ALL		426318.6	3767811	3.25E-06	30YrCancerRMP_Inh_FAH16to70
21	ALL		426260.7	3767832	3.19E-06	30YrCancerRMP_Inh_FAH16to70
20	ALL		426223.1	3767988	3.17E-06	30YrCancerRMP_Inh_FAH16to70
99	ALL		426308.2	3767756	3.11E-06	30YrCancerRMP_Inh_FAH16to70
11	ALL		426192.7	3767872	3.10E-06	30YrCancerRMP_Inh_FAH16to70

16	ALL	426197.5	3767931	3.08E-06	30YrCancerRMP_Inh_FAH16to70
35	ALL	426337.9	3767810	3.06E-06	30YrCancerRMP_Inh_FAH16to70
118	ALL	426336.8	3767826	3.02E-06	30YrCancerRMP_Inh_FAH16to70
109	ALL	426219.7	3767844	3.00E-06	30YrCancerRMP_Inh_FAH16to70
37	ALL	426345.5	3767793	2.99E-06	30YrCancerRMP_Inh_FAH16to70
15	ALL	426196.3	3767913	2.97E-06	30YrCancerRMP_Inh_FAH16to70
116	ALL	426225.7	3767966	2.93E-06	30YrCancerRMP_Inh_FAH16to70
9	ALL	426221.1	3768009	2.92E-06	30YrCancerRMP_Inh_FAH16to70
14	ALL	426196.9	3767893	2.87E-06	30YrCancerRMP_Inh_FAH16to70
36	ALL	426360.1	3767814	2.85E-06	30YrCancerRMP_Inh_FAH16to70
34	ALL	426335.7	3767837	2.76E-06	30YrCancerRMP_Inh_FAH16to70
17	ALL	426217.6	3767950	2.70E-06	30YrCancerRMP_Inh_FAH16to70
32	ALL	426280.1	3767835	2.68E-06	30YrCancerRMP_Inh_FAH16to70
110	ALL	426218.4	3767861	2.58E-06	30YrCancerRMP_Inh_FAH16to70
115	ALL	426237.2	3767984	2.57E-06	30YrCancerRMP_Inh_FAH16to70
94	ALL	426292.7	3767838	2.55E-06	30YrCancerRMP_Inh_FAH16to70
114	ALL	426213.3	3767932	2.54E-06	30YrCancerRMP_Inh_FAH16to70
70	ALL	426239	3768002	2.52E-06	30YrCancerRMP_Inh_FAH16to70
113	ALL	426212.5	3767916	2.44E-06	30YrCancerRMP_Inh_FAH16to70
111	ALL	426215.9	3767878	2.42E-06	30YrCancerRMP_Inh_FAH16to70
112	ALL	426213.8	3767897	2.41E-06	30YrCancerRMP_Inh_FAH16to70
33	ALL	426304	3767841	2.40E-06	30YrCancerRMP_Inh_FAH16to70
10	ALL	426232.7	3768026	2.23E-06	30YrCancerRMP_Inh_FAH16to70
66	ALL	426410.8	3767858	2.15E-06	30YrCancerRMP_Inh_FAH16to70
67	ALL	426420.2	3767848	2.13E-06	30YrCancerRMP_Inh_FAH16to70
71	ALL	426254.2	3768022	1.90E-06	30YrCancerRMP_Inh_FAH16to70
40	ALL	426252.6	3767924	1.89E-06	30YrCancerRMP_Inh_FAH16to70
68	ALL	426430.1	3767837	1.84E-06	30YrCancerRMP_Inh_FAH16to70
38	ALL	426262.5	3767943	1.82E-06	30YrCancerRMP_Inh_FAH16to70
59	ALL	426382.8	3767886	1.79E-06	30YrCancerRMP_Inh_FAH16to70
41	ALL	426271.3	3767916	1.76E-06	30YrCancerRMP_Inh_FAH16to70
61	ALL	426426	3767878	1.75E-06	30YrCancerRMP_Inh_FAH16to70
63	ALL	426435.9	3767869	1.70E-06	30YrCancerRMP_Inh_FAH16to70
46	ALL	426277.7	3767934	1.70E-06	30YrCancerRMP_Inh_FAH16to70
42	ALL	426285.3	3767909	1.69E-06	30YrCancerRMP_Inh_FAH16to70
39	ALL	426279.5	3767961	1.68E-06	30YrCancerRMP_Inh_FAH16to70
69	ALL	426444.1	3767859	1.64E-06	30YrCancerRMP_Inh_FAH16to70
43	ALL	426301.1	3767901	1.63E-06	30YrCancerRMP_Inh_FAH16to70
48	ALL	426297	3767926	1.60E-06	30YrCancerRMP_Inh_FAH16to70
45	ALL	426339.7	3767881	1.60E-06	30YrCancerRMP_Inh_FAH16to70
44	ALL	426321	3767891	1.59E-06	30YrCancerRMP_Inh_FAH16to70
57	ALL	426365.2	3767894	1.59E-06	30YrCancerRMP_Inh_FAH16to70
47	ALL	426296.4	3767951	1.58E-06	30YrCancerRMP_Inh_FAH16to70
55	ALL	426314.4	3767918	1.55E-06	30YrCancerRMP_Inh_FAH16to70
53	ALL	426347.3	3767903	1.53E-06	30YrCancerRMP_Inh_FAH16to70
51	ALL	426328.1	3767910	1.52E-06	30YrCancerRMP_Inh_FAH16to70
49	ALL	426311.6	3767944	1.52E-06	30YrCancerRMP_Inh_FAH16to70

60	ALL	426433.6	3767893	1.50E-06	30YrCancerRMP_Inh_FAH16to70
50	ALL	426329.8	3767937	1.47E-06	30YrCancerRMP_Inh_FAH16to70
58	ALL	426399.7	3767904	1.46E-06	30YrCancerRMP_Inh_FAH16to70
52	ALL	426346.8	3767928	1.46E-06	30YrCancerRMP_Inh_FAH16to70
54	ALL	426362	3767921	1.45E-06	30YrCancerRMP_Inh_FAH16to70
56	ALL	426378.7	3767912	1.44E-06	30YrCancerRMP_Inh_FAH16to70
64	ALL	426445.3	3767883	1.40E-06	30YrCancerRMP_Inh_FAH16to70
75	ALL	426651.4	3768011	1.39E-06	30YrCancerRMP_Inh_FAH16to70
62	ALL	426452.9	3767873	1.38E-06	30YrCancerRMP_Inh_FAH16to70
79	ALL	426667.3	3768025	1.37E-06	30YrCancerRMP_Inh_FAH16to70
76	ALL	426660.8	3768002	1.36E-06	30YrCancerRMP_Inh_FAH16to70
65	ALL	426464	3767863	1.36E-06	30YrCancerRMP_Inh_FAH16to70
81	ALL	426679.2	3768036	1.34E-06	30YrCancerRMP_Inh_FAH16to70
80	ALL	426678.7	3768016	1.33E-06	30YrCancerRMP_Inh_FAH16to70
82	ALL	426691.1	3768028	1.32E-06	30YrCancerRMP_Inh_FAH16to70
72	ALL	426607.7	3767957	1.31E-06	30YrCancerRMP_Inh_FAH16to70
73	ALL	426616.6	3767980	1.31E-06	30YrCancerRMP_Inh_FAH16to70
77	ALL	426675.2	3768053	1.30E-06	30YrCancerRMP_Inh_FAH16to70
74	ALL	426628.1	3767970	1.30E-06	30YrCancerRMP_Inh_FAH16to70
83	ALL	426699.6	3768049	1.28E-06	30YrCancerRMP_Inh_FAH16to70
78	ALL	426685.7	3768061	1.28E-06	30YrCancerRMP_Inh_FAH16to70
84	ALL	426708.5	3768042	1.27E-06	30YrCancerRMP_Inh_FAH16to70
85	ALL	426710.5	3768056	1.25E-06	30YrCancerRMP_Inh_FAH16to70
86	ALL	426720.5	3768049	1.23E-06	30YrCancerRMP_Inh_FAH16to70
88	ALL	426744.3	3768059	1.19E-06	30YrCancerRMP_Inh_FAH16to70
87	ALL	426732.9	3768068	1.15E-06	30YrCancerRMP_Inh_FAH16to70

*HARP - HRACalc v22118 6/14/2022 12:23:24 PM - Chronic Risk - Input File: C:\Users\imcintire\Desktop\HARP2\

REC	GRP	NETID	X	Y	SCENARIO
1	ALL		426209.6	3767729	NonCancerChronicDerived_InhSoilDermMMilkCrops
106	ALL		426201.1	3767804	NonCancerChronicDerived_InhSoilDermMMilkCrops
3	ALL		426197.2	3767821	NonCancerChronicDerived_InhSoilDermMMilkCrops
6	ALL		426168.8	3767906	NonCancerChronicDerived_InhSoilDermMMilkCrops
100	ALL		426168	3767921	NonCancerChronicDerived_InhSoilDermMMilkCrops
2	ALL		426204.8	3767769	NonCancerChronicDerived_InhSoilDermMMilkCrops
12	ALL		426203.1	3767785	NonCancerChronicDerived_InhSoilDermMMilkCrops
101	ALL		426174.6	3767951	NonCancerChronicDerived_InhSoilDermMMilkCrops
103	ALL		426234	3767738	NonCancerChronicDerived_InhSoilDermMMilkCrops
22	ALL		426222.8	3767753	NonCancerChronicDerived_InhSoilDermMMilkCrops
5	ALL		426169.8	3767891	NonCancerChronicDerived_InhSoilDermMMilkCrops
102	ALL		426181.7	3767966	NonCancerChronicDerived_InhSoilDermMMilkCrops
7	ALL		426170.4	3767935	NonCancerChronicDerived_InhSoilDermMMilkCrops
108	ALL		426223.9	3767810	NonCancerChronicDerived_InhSoilDermMMilkCrops
104	ALL		426228.1	3767791	NonCancerChronicDerived_InhSoilDermMMilkCrops
105	ALL		426228.1	3767776	NonCancerChronicDerived_InhSoilDermMMilkCrops
8	ALL		426191.7	3767981	NonCancerChronicDerived_InhSoilDermMMilkCrops
4	ALL		426195.8	3767837	NonCancerChronicDerived_InhSoilDermMMilkCrops
93	ALL		426269.1	3767758	NonCancerChronicDerived_InhSoilDermMMilkCrops
92	ALL		426266.1	3767773	NonCancerChronicDerived_InhSoilDermMMilkCrops
107	ALL		426222.2	3767827	NonCancerChronicDerived_InhSoilDermMMilkCrops
91	ALL		426263.6	3767805	NonCancerChronicDerived_InhSoilDermMMilkCrops
19	ALL		426201.2	3767996	NonCancerChronicDerived_InhSoilDermMMilkCrops
89	ALL		426260.8	3767818	NonCancerChronicDerived_InhSoilDermMMilkCrops
90	ALL		426264.3	3767787	NonCancerChronicDerived_InhSoilDermMMilkCrops
24	ALL		426291.8	3767771	NonCancerChronicDerived_InhSoilDermMMilkCrops
18	ALL		426212.5	3767969	NonCancerChronicDerived_InhSoilDermMMilkCrops
23	ALL		426292.5	3767752	NonCancerChronicDerived_InhSoilDermMMilkCrops
30	ALL		426285.9	3767817	NonCancerChronicDerived_InhSoilDermMMilkCrops
28	ALL		426296.4	3767805	NonCancerChronicDerived_InhSoilDermMMilkCrops
98	ALL		426303.3	3767773	NonCancerChronicDerived_InhSoilDermMMilkCrops
26	ALL		426298.8	3767789	NonCancerChronicDerived_InhSoilDermMMilkCrops
95	ALL		426297.4	3767820	NonCancerChronicDerived_InhSoilDermMMilkCrops
96	ALL		426306.7	3767807	NonCancerChronicDerived_InhSoilDermMMilkCrops
97	ALL		426308.8	3767791	NonCancerChronicDerived_InhSoilDermMMilkCrops
25	ALL		426314.5	3767775	NonCancerChronicDerived_InhSoilDermMMilkCrops
13	ALL		426193.4	3767854	NonCancerChronicDerived_InhSoilDermMMilkCrops
117	ALL		426202.7	3767951	NonCancerChronicDerived_InhSoilDermMMilkCrops
27	ALL		426322.1	3767792	NonCancerChronicDerived_InhSoilDermMMilkCrops
31	ALL		426309.9	3767823	NonCancerChronicDerived_InhSoilDermMMilkCrops
29	ALL		426318.6	3767811	NonCancerChronicDerived_InhSoilDermMMilkCrops
21	ALL		426260.7	3767832	NonCancerChronicDerived_InhSoilDermMMilkCrops
20	ALL		426223.1	3767988	NonCancerChronicDerived_InhSoilDermMMilkCrops
99	ALL		426308.2	3767756	NonCancerChronicDerived_InhSoilDermMMilkCrops
11	ALL		426192.7	3767872	NonCancerChronicDerived_InhSoilDermMMilkCrops

16	ALL	426197.5	3767931	NonCancerChronicDerived_InhSoilDermMMilkCrops
35	ALL	426337.9	3767810	NonCancerChronicDerived_InhSoilDermMMilkCrops
118	ALL	426336.8	3767826	NonCancerChronicDerived_InhSoilDermMMilkCrops
109	ALL	426219.7	3767844	NonCancerChronicDerived_InhSoilDermMMilkCrops
37	ALL	426345.5	3767793	NonCancerChronicDerived_InhSoilDermMMilkCrops
15	ALL	426196.3	3767913	NonCancerChronicDerived_InhSoilDermMMilkCrops
116	ALL	426225.7	3767966	NonCancerChronicDerived_InhSoilDermMMilkCrops
9	ALL	426221.1	3768009	NonCancerChronicDerived_InhSoilDermMMilkCrops
14	ALL	426196.9	3767893	NonCancerChronicDerived_InhSoilDermMMilkCrops
36	ALL	426360.1	3767814	NonCancerChronicDerived_InhSoilDermMMilkCrops
34	ALL	426335.7	3767837	NonCancerChronicDerived_InhSoilDermMMilkCrops
17	ALL	426217.6	3767950	NonCancerChronicDerived_InhSoilDermMMilkCrops
32	ALL	426280.1	3767835	NonCancerChronicDerived_InhSoilDermMMilkCrops
110	ALL	426218.4	3767861	NonCancerChronicDerived_InhSoilDermMMilkCrops
115	ALL	426237.2	3767984	NonCancerChronicDerived_InhSoilDermMMilkCrops
94	ALL	426292.7	3767838	NonCancerChronicDerived_InhSoilDermMMilkCrops
114	ALL	426213.3	3767932	NonCancerChronicDerived_InhSoilDermMMilkCrops
70	ALL	426239	3768002	NonCancerChronicDerived_InhSoilDermMMilkCrops
113	ALL	426212.5	3767916	NonCancerChronicDerived_InhSoilDermMMilkCrops
111	ALL	426215.9	3767878	NonCancerChronicDerived_InhSoilDermMMilkCrops
112	ALL	426213.8	3767897	NonCancerChronicDerived_InhSoilDermMMilkCrops
33	ALL	426304	3767841	NonCancerChronicDerived_InhSoilDermMMilkCrops
10	ALL	426232.7	3768026	NonCancerChronicDerived_InhSoilDermMMilkCrops
66	ALL	426410.8	3767858	NonCancerChronicDerived_InhSoilDermMMilkCrops
67	ALL	426420.2	3767848	NonCancerChronicDerived_InhSoilDermMMilkCrops
71	ALL	426254.2	3768022	NonCancerChronicDerived_InhSoilDermMMilkCrops
40	ALL	426252.6	3767924	NonCancerChronicDerived_InhSoilDermMMilkCrops
68	ALL	426430.1	3767837	NonCancerChronicDerived_InhSoilDermMMilkCrops
38	ALL	426262.5	3767943	NonCancerChronicDerived_InhSoilDermMMilkCrops
59	ALL	426382.8	3767886	NonCancerChronicDerived_InhSoilDermMMilkCrops
41	ALL	426271.3	3767916	NonCancerChronicDerived_InhSoilDermMMilkCrops
61	ALL	426426	3767878	NonCancerChronicDerived_InhSoilDermMMilkCrops
63	ALL	426435.9	3767869	NonCancerChronicDerived_InhSoilDermMMilkCrops
46	ALL	426277.7	3767934	NonCancerChronicDerived_InhSoilDermMMilkCrops
42	ALL	426285.3	3767909	NonCancerChronicDerived_InhSoilDermMMilkCrops
39	ALL	426279.5	3767961	NonCancerChronicDerived_InhSoilDermMMilkCrops
69	ALL	426444.1	3767859	NonCancerChronicDerived_InhSoilDermMMilkCrops
43	ALL	426301.1	3767901	NonCancerChronicDerived_InhSoilDermMMilkCrops
48	ALL	426297	3767926	NonCancerChronicDerived_InhSoilDermMMilkCrops
45	ALL	426339.7	3767881	NonCancerChronicDerived_InhSoilDermMMilkCrops
44	ALL	426321	3767891	NonCancerChronicDerived_InhSoilDermMMilkCrops
57	ALL	426365.2	3767894	NonCancerChronicDerived_InhSoilDermMMilkCrops
47	ALL	426296.4	3767951	NonCancerChronicDerived_InhSoilDermMMilkCrops
55	ALL	426314.4	3767918	NonCancerChronicDerived_InhSoilDermMMilkCrops
53	ALL	426347.3	3767903	NonCancerChronicDerived_InhSoilDermMMilkCrops
51	ALL	426328.1	3767910	NonCancerChronicDerived_InhSoilDermMMilkCrops
49	ALL	426311.6	3767944	NonCancerChronicDerived_InhSoilDermMMilkCrops

60	ALL	426433.6	3767893	NonCancerChronicDerived_InhSoilDermMMilkCrops
50	ALL	426329.8	3767937	NonCancerChronicDerived_InhSoilDermMMilkCrops
58	ALL	426399.7	3767904	NonCancerChronicDerived_InhSoilDermMMilkCrops
52	ALL	426346.8	3767928	NonCancerChronicDerived_InhSoilDermMMilkCrops
54	ALL	426362	3767921	NonCancerChronicDerived_InhSoilDermMMilkCrops
56	ALL	426378.7	3767912	NonCancerChronicDerived_InhSoilDermMMilkCrops
64	ALL	426445.3	3767883	NonCancerChronicDerived_InhSoilDermMMilkCrops
75	ALL	426651.4	3768011	NonCancerChronicDerived_InhSoilDermMMilkCrops
62	ALL	426452.9	3767873	NonCancerChronicDerived_InhSoilDermMMilkCrops
79	ALL	426667.3	3768025	NonCancerChronicDerived_InhSoilDermMMilkCrops
76	ALL	426660.8	3768002	NonCancerChronicDerived_InhSoilDermMMilkCrops
65	ALL	426464	3767863	NonCancerChronicDerived_InhSoilDermMMilkCrops
81	ALL	426679.2	3768036	NonCancerChronicDerived_InhSoilDermMMilkCrops
80	ALL	426678.7	3768016	NonCancerChronicDerived_InhSoilDermMMilkCrops
82	ALL	426691.1	3768028	NonCancerChronicDerived_InhSoilDermMMilkCrops
72	ALL	426607.7	3767957	NonCancerChronicDerived_InhSoilDermMMilkCrops
73	ALL	426616.6	3767980	NonCancerChronicDerived_InhSoilDermMMilkCrops
77	ALL	426675.2	3768053	NonCancerChronicDerived_InhSoilDermMMilkCrops
74	ALL	426628.1	3767970	NonCancerChronicDerived_InhSoilDermMMilkCrops
83	ALL	426699.6	3768049	NonCancerChronicDerived_InhSoilDermMMilkCrops
78	ALL	426685.7	3768061	NonCancerChronicDerived_InhSoilDermMMilkCrops
84	ALL	426708.5	3768042	NonCancerChronicDerived_InhSoilDermMMilkCrops
85	ALL	426710.5	3768056	NonCancerChronicDerived_InhSoilDermMMilkCrops
86	ALL	426720.5	3768049	NonCancerChronicDerived_InhSoilDermMMilkCrops
88	ALL	426744.3	3768059	NonCancerChronicDerived_InhSoilDermMMilkCrops
87	ALL	426732.9	3768068	NonCancerChronicDerived_InhSoilDermMMilkCrops

EH_ROADWAY_HRA\hra\EH_RoadwayHRA_HRAInput.hra

MAXHI
1.45E-03
1.43E-03
1.43E-03
1.40E-03
1.39E-03
1.38E-03
1.37E-03
1.30E-03
1.30E-03
1.30E-03
1.29E-03
1.28E-03
1.28E-03
1.27E-03
1.23E-03
1.23E-03
1.20E-03
1.14E-03
1.10E-03
1.08E-03
1.08E-03
1.07E-03
1.06E-03
1.05E-03
1.05E-03
9.92E-04
9.87E-04
9.72E-04
9.53E-04
9.48E-04
9.48E-04
9.32E-04
9.15E-04
9.12E-04
9.09E-04
9.04E-04
9.00E-04
8.99E-04
8.75E-04
8.75E-04
8.74E-04
8.58E-04
8.53E-04
8.37E-04
8.34E-04

8.28E-04
8.22E-04
8.11E-04
8.05E-04
8.03E-04
7.98E-04
7.86E-04
7.85E-04
7.71E-04
7.67E-04
7.41E-04
7.26E-04
7.21E-04
6.92E-04
6.92E-04
6.85E-04
6.82E-04
6.77E-04
6.57E-04
6.50E-04
6.47E-04
6.46E-04
6.00E-04
5.78E-04
5.71E-04
5.11E-04
5.08E-04
4.95E-04
4.88E-04
4.82E-04
4.72E-04
4.70E-04
4.56E-04
4.56E-04
4.53E-04
4.50E-04
4.42E-04
4.38E-04
4.31E-04
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4.16E-04
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4.09E-04
4.08E-04

4.03E-04
3.96E-04
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3.91E-04
3.90E-04
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3.35E-04
3.31E-04
3.21E-04
3.08E-04