Del Amo Technology Center

ENERGY ANALYSIS

CITY OF TORRANCE

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DECEMBER 17, 2024

TABLE OF CONTENTS

APPENDICES

LIST OF EXHIBITS

LIST OF TABLES

LIST OF ABBREVIATED TERMS

%	Percent
(1)	Reference
AQIA	*Del Amo Technology Center Air Quality Impact Analysis*
BACM	Best Available Control Measures
BTU	British Thermal Units
CalEEMod	California Emissions Estimator Model
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Torrance
CPUC	California Public Utilities Commission
DMV	Department of Motor Vehicles
EIA	Energy Information Administration
EPA	Environmental Protection Agency
EMFAC	EMissions FACtor
FERC	Federal Energy Regulatory Commission
GHG	Greenhouse Gas
GWh	Gigawatt Hour
HHD	Heavy-Heavy Duty Trucks
hp-hr-gal	Horsepower Hours Per Gallon
IEPR	Integrated Energy Policy Report
ISO	Independent Service Operator
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
kWh	Kilowatt Hour
LDA	Light Duty Auto
LDT1/LDT2	Light-Duty Trucks
LHD1/LHD2	Light-Heavy Duty Trucks
MDV	Medium Duty Trucks
MHD	Medium-Heavy Duty Trucks
MMcfd	Million Cubic Feet Per Day
mpg	Miles Per Gallon
MPO	Metropolitan Planning Organization
PG&E	Pacific Gas and Electric

Project	Del Amo Technology Center
SCAB	South Coast Air Basin
SCE	Southern California Edison
SDAB	San Diego Air Basin
sf	Square Feet
SoCalGas	Southern California Gas
TEA-21	Transportation Equity Act for the 21st Century
TRUs	Transportation Refrigeration Units
U.S.	United States
VMT	Vehicle Miles Traveled

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EXECUTIVE SUMMARY

ES.1 SUMMARY OF FINDINGS

The results of this *Del Amo Technology Center Energy Analysis* is summarized below based on the significance criteria in Section 6 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Statute and Guidelines (*CEQA Guidelines*) (1). Table ES-1 shows the findings of significance for potential energy impacts under CEQA.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
Energy Impact #1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	5.0	*Less Than Significant*	*n/a*
Energy Impact #2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	5.0	*Less Than Significant*	*n/a*

ES.2 PROJECT REQUIREMENTS

The Project would be required to comply with regulations imposed by the federal and state agencies that regulate energy use and consumption through various means and programs. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of energy usage include:

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- The Transportation Equity Act for the 21st Century (TEA-21)
- Integrated Energy Policy Report (IEPR)
- State of California Energy Plan
- California Code Title 24, Part 6, Energy Efficiency Standards
- California Code Title 24, Part 11, California Green Building Standards Code (CALGreen)
- AB 1493 Pavley Regulations and Fuel Efficiency Standards
- California's Renewable Portfolio Standard (RPS)
- Clean Energy and Pollution Reduction Act of 2015 (SB 350)

Consistency with the above regulations is discussed in detail in section 6 of this report.

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1 INTRODUCTION

This report presents the results of the energy analysis prepared by Urban Crossroads, Inc., for the proposed Del Amo Technology Center Project (Project). The purpose of this report is to ensure that energy implication is considered by the City of Torrance (Lead Agency), as the lead agency, and to quantify anticipated energy usage associated with construction and operation of the proposed Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and to emphasize avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

1.1 SITE LOCATION

The proposed project is located on the northeast corner of Prairie Avenue and Del Amo Boulevard in the City of Torrance as shown on Exhibit 1-A. The Torrance Municipal Airport is located approximately 2.5 miles south of the Project site. Existing land uses near the site include commercial and industrial uses to the south, with residential use to the west and southwest of the Project site.

1.2 PROJECT DESCRIPTION

The Project is anticipated to be developed within a single phase with an anticipated opening year of 2027. The proposed Project consists of the development totaling 403,033 square feet with the 362,730 square feet of High-Cube Fulfillment Center (Sort) (90% of the total square footage) and 40,303 square feet of High-Cube Cold Storage Warehouse (10% of the total square footage). A preliminary site plan for the proposed Project is shown in Exhibit 1-B.

It should be noted that High-Cube Fulfillment Center (Sort) land use is highly conservative as it generates more trips and therefore more emissions than the High-Cube Fulfillment Center (Non-Sort) land use. As described in the *Del Amo Technology Center Traffic Analysis*, the ITE Trip Generation Manual has two subcategories for the High-Cube Fulfillment Center use: sort and non-sort. ITE describes a sort facility as a fulfillment center that ships out smaller items, requiring extensive sorting, typically by manual means. In comparison, a non-sort facility is a fulfillment center that ships large box items that are processed primarily with automation rather than through manual means. Some limited assembly and repackaging may occur within the facility. Given this description, a sort facility has been assumed for the purposes of calculating trip generation for the Project in an effort to conduct a conservative analysis (2).

Additionally, since it is currently unknown whether the Project will be a single tenant or multi-tenant, the analysis will evaluate two options, which affect the truck trip distribution only, as summarized in the Project's traffic study:

Option 1: Single Tenant Building

Option 2: Two-Tenant Building

The only difference between the two scenarios is the truck trip distribution which affects the operational HRA component and has been studied in the *Del Amo Technology Center*

Construction and Operational Health Risk Assessment (HRA) (3). For Option 1, the trucks will have access to the building via Prairie Avenue and Del Almo Boulevard, however, the majority of the truck access is proposed to occur at the signalized driveway on Del Amo Boulevard. For Option 2, approximately 25% of the trucks would access the site via the driveway on Prairie Avenue while the remaining 75% of the trucks would access the site via Del Amo Boulevard. It is anticipated that both the building and the truck court area would be partitioned to separate the two tenants (i.e., no reciprocal access within the truck court or within the building). Access into the truck court will also be secured via a security gate on either side of the building (applicable to both Option 1 and Option 2).

EXHIBIT 1-A: LOCATION MAP

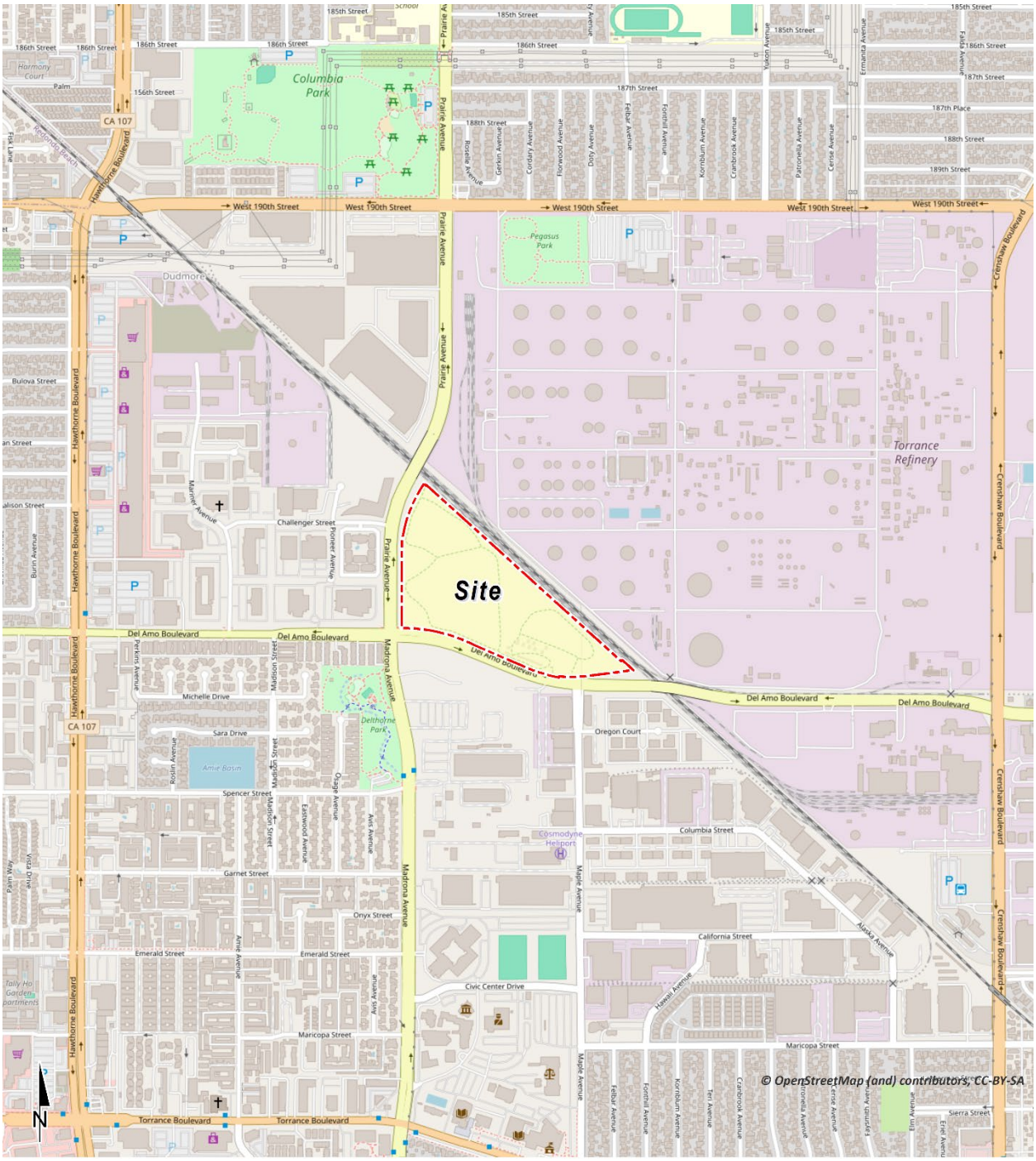

EXHIBIT 1-B: SITE PLAN

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2 EXISTING CONDITIONS

This section provides an overview of the existing energy conditions in the Project region.

2.1 OVERVIEW

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2022, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates and includes (4):

- As of 2022, approximately 6,882 trillion British Thermal Unit (BTU) of energy was consumed
- As of 2022, approximately 628 million barrels of petroleum
- As of 2022, approximately 2,059 billion cubic feet of natural gas
- As of 2022, approximately 1,322 thousand short tons of coal

According to the EIA, in 2022 the U.S. petroleum consumption comprised about 90% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels (5). In 2023, about 253,289 million gallons (or about 6.031 million barrels) of finished petroleum products were consumed in the U.S., an average of about 694 million gallons per day (or about 16.5 million barrels per day) (6). In 2021, California consumed approximately 12,157 million gallons in motor gasoline (33.31 million per day) and approximately 3,541 million gallons of diesel fuel (9.7 million per day) (7).

The most recent data provided by the EIA for energy use in California is reported from 2022 which shows approximate energy usage by each of the following sectors:

- 42.6% for transportation uses
- 22.5% for industrial uses
- 17.6% for residential uses
- 17.4% for commercial uses (8)

According to the EIA, California used approximately 251,869 gigawatt hours of electricity in 2022 (9). By sector in 2022, residential uses utilized 35.6% of the state's electricity, followed by 45.3% for commercial uses, 18.9% for industrial uses, and 0.3% for transportation. Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building (9).

According to the EIA, California used approximately 200,871 million therms of natural gas in 2022 (10). In 2023 (the most recent year for which data is available), by sector, industrial uses utilized 31% of the state's natural gas, followed by 32% used as fuel in the electric power sector, 23% from residential, 13% from commercial, 1% from transportation uses and the remaining 3% was utilized for the operations, processing and production of natural gas itself (10). While the supply of natural gas in the United States and production in the lower 48 states has increased greatly since 2008, California produces little, and imports 90% of its supply of natural gas (10).

In 2023, total system electric generation for California was 281,140 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 215,623 GWh which accounted for approximately 76% of the electricity it uses; the rest was imported from the Pacific Northwest (6%) and the U.S. Southwest (18%) (11). Natural gas is the main source for electricity generation at 43.68% of the total in-state electric generation system power as shown in Table 2-1.

An updated summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below (12):

- In 2023, California was the seventh-largest producer of crude oil among the 50 states, and the state ranked third in crude oil refining capacity.
- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states.
- California is the second-largest total energy consumer among the states, after Texas, but its per capita energy consumption is the fourth-lowest in the nation.
- In 2023, renewable resources, including hydroelectric power and small-scale solar power, supplied 54% of California's in-state electricity generation. Natural gas fueled another 39% and nuclear power provided almost all the rest.
- In 2023, California was the fourth-largest electricity producer in the nation. It is also the nation's third-largest electricity consumer and imports more electricity than any other state.

As indicated below, California is one of the nation's leading energy-producing states, and California's per capita energy use is among the nation's most efficient. Given the nature of the Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the Project—namely, electricity, natural gas, and transportation fuel for vehicle trips associated with the uses planned for the Project.

TABLE 2-1: TOTAL ELECTRICITY SYSTEM POWER (CALIFORNIA 2023)

Fuel Type	California In-State Generation (GWh)	% of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Total California Energy Mix (GWh)	Total California Power Mix
Coal	257	0.12%	163	4,561	4,724	4,981	1.77%
Natural Gas	94,192	43.68%	52	8,530	8,582	102,774	36.56%
Oil	36	0.02%	0	0	0	36	0.01%
Other (Waste Heat/Petroleum Coke)	206	0.10%	0	0	0	206	0.07%
Unspecified	0	0.00%	100	10,273	10,373	10,373	3.69%
Total Thermal and Unspecified	***94,690***	***43.91%***	***316***	***23,363***	***23,679***	***118,370***	***42.10%***
Nuclear	17,714	8.22%	196	8,361	8,558	26,272	9.34%
Large Hydro	27,066	12.55%	4,712	1,109	5,821	32,886	11.70%
Biomass	5,037	2.34%	753	-	753	5,790	2.06%
Geothermal	10,999	5.10%	221	2,347	2,569	13,567	4.83%
Small Hydro	4,853	2.25%	133	2	135	4,988	1.77%
Solar	41,344	19.17%	417	6,108	6,525	47,869	17.03%
Wind	13,920	6.46%	9,177	8,302	17,479	31,399	11.17%
Total Non-GHG and Renewable Resources	120,932	56.09%	15,609	26,229	41,838	162,771	57.90%
SYSTEM TOTALS	***215,623***	***100.00%***	***15,925***	***49,593***	***65,518***	***281,140***	***100.00%***

Source: CECs 2023 Total System Electric Generation

2.2 ELECTRICITY

The usage associated with electricity use was calculated using CalEEMod Version 2022.1. Southern California region's electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board's once-through cooling policy, the retirement of San Onofre complicated the situation. California Independent Service Operator (ISO) studies revealed the extent to which the South Coast Air Basin (SCAB) and the San Diego Air Basin (SDAB) region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts. Similarly, the subsequent 2023 IEPR's provides information and policy recommendations on advancing a clean, reliable, and affordable energy system (13).

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California ISO is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities (14).

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Electricity is currently provided to the Project site by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2023 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers (15).

Table 2-2, SCE's specific proportional shares of electricity sources in 2023. As indicated in Table 2-2, the 2023 SCE Power Mix has renewable energy at 36.9% of the overall energy resources.

Geothermal resources are at 4.8%, wind power is at 11.2%, large hydroelectric sources are at 11.7%, solar energy is at 17.0%, and coal is at 1.8% (16).

TABLE 2-2: SCE 2023 POWER CONTENT MIX

Energy Resources	2023 SCE Power Mix
Eligible Renewable	**36.9%**
Biomass & Waste	2.1%
Geothermal	4.8%
Eligible Hydroelectric	1.8%
Solar	17.0%
Wind	11.2%
Coal	**1.8%**
Large Hydroelectric	**11.7%**
Natural Gas	**36.6%**
Nuclear	**9.3%**
Other	**0.1%**
Unspecified Sources of power*	3.7%
Total	**100%**

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources

2.3 NATURAL GAS

The following summary of natural gas customers and volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC).

> *"The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.*
>
> *California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.*
>
> *The overwhelming majority of natural gas utility customers in California are residential and small commercials customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers*

consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

A significant amount of gas (about 19%, or 1131 MMcfd, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as "bypass" customers, take service directly from interstate pipelines or directly from California producers.

SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, i.e., they receive deliveries of gas from SoCalGas and in turn deliver that gas to their own customers. (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area.) Similarly, West Coast Gas, a small gas utility, is a wholesale customer of PG&E. Some other wholesale customers are municipalities like the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California gas utilities are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and Tuscarora. Another pipeline, the North Baja - Baja Norte Pipeline takes gas off the El Paso Pipeline at the California/Arizona border and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, and authorizes rates for that service, the California Public Utilities Commission may participate in FERC regulatory proceedings to represent the interests of California natural gas consumers.

The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems. The state's natural gas utilities operate over 100,000 miles of transmission and distribution pipelines, and thousands more miles of service lines.

Bypass customers take most of their deliveries directly off the Kern/Mojave pipeline system, but they also take a significant amount of gas from California production.

PG&E and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields, and four independently owned storage utilities - Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage - help meet peak seasonal and daily natural gas demand and allow California natural gas customers to secure

natural gas supplies more efficiently. PG&E is a 25% owner of the Gill Ranch Storage field. These storage fields provide a significant amount of infrastructure capacity to help meet California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements.

Prior to the late 1980s, California regulated utilities provided virtually all natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility-provided services.

The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Contact information for core transport agents can be found on the utilities' web sites. Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.

Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service.

In a 1997 decision, the Commission adopted PG&E's "Gas Accord", which unbundled PG&E's backbone transmission costs from noncore transportation rates. This decision gave customers and marketers the opportunity to obtain pipeline capacity rights on PG&E's backbone transmission pipeline system, if desired, and pay for that service at rates authorized by the Commission. The Gas Accord also required PG&E to set aside a certain amount of backbone transmission capacity in order to deliver gas to its core customers. Subsequent Commission decisions modified and extended the initial terms of the Gas Accord. The "Gas Accord" framework is still in place today for PG&E's backbone and storage rates and services and is now simply referred to as PG&E Gas Transmission and Storage (GT&S).

In a 2006 decision, the Commission adopted a similar gas transmission framework for Southern California, called the "firm access rights" system. SoCalGas and SDG&E implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. As under the PG&E backbone transmission system, SoCalGas backbone transmission costs are unbundled from noncore

transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas system. A certain amount of backbone transmission capacity is obtained for core customers to assure meeting their requirements.

Many if not most noncore customers now use a marketer to provide for several of the services formerly provided by the utility. That is, a noncore customer may simply arrange for a marketer to procure its supplies, and obtain any needed storage and backbone transmission capacity, in order to assure that it will receive its needed deliveries of natural gas supplies. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.

In order properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties - the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California." (17)

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

Based on information provided by the Project Applicant, the Project would not use natural gas for the building envelope. As such, natural gas consumption has not been analyzed in this study.

2.4 TRANSPORTATION ENERGY RESOURCES

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. The Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California (8), and those vehicles consume an

estimated 17.2 billion gallons of fuel each year.[1] Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

California's on-road transportation system includes 396,616 lane miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles (8). While gasoline consumption has been declining since 2008 it is still by far the dominant fuel. California is the second-largest consumer of petroleum products, after Texas, and accounts for 8% of the nation's total consumption. The State is the largest U.S. consumer of motor gasoline and jet fuel, and 83% of the petroleum consumed in California is used in the transportation sector (18).

California accounts for less than 1% of total U.S. natural gas reserves and production. As with crude oil, California's natural gas production has experienced a gradual decline since 1985. In 2023, about 32% of the natural gas delivered to consumers went to the State's industrial sector, and about 31% was delivered to the electric power sector. Natural gas fueled more than two-fifths of the State's utility-scale electricity generation in 2023. The residential sector, where three-fifths of California households use natural gas for home heating, accounted for 23% of natural gas deliveries. The commercial sector received 13% of the deliveries to end users and the transportation sector consumed the remaining 1% (18)

[1] Fuel consumptions estimated utilizing information from EMFAC2021.

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3 REGULATORY BACKGROUND

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. On the state level, the CPUC and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

3.1 FEDERAL REGULATIONS

3.1.1 INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)

The ISTEA promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

3.1.2 THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

3.2 CALIFORNIA REGULATIONS

3.2.1 INTEGRATED ENERGY POLICY REPORT (IEPR)

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301[a]). The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2023 IEPR was adopted February 2024, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2023 IEPR introduces a new

framework for embedding equity and environmental justice at the CEC and the California Energy Planning Library which allows for easier access to energy data and analytics for a wide range of users. Additionally, energy reliability, western electricity integration, gasoline cost factors and price spikes, the role of hydrogen in California's clean energy future, fossil gas transition and distributed energy resources are topics discussed within the 2023 IEPR (19).

3.2.2 State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

3.2.3 Title 24 Energy Efficiency Standards and California Green Building Standards

Title 24 CCR Part 6 – California Energy Code

Part 6 Nonresidential Mandatory Measures

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. These include the use of electric heat pump technology for space and water heating, expansion of solar photovoltaic system and battery storage technologies, and improving ventilation requirements to improve indoor air quality (20).

- Building Envelope. Improved requirements for insulation in walls, roofs, and floors to prevent heat loss or gain, as well as the use of cool roofs and improved glazing on windows to limit solar heat gain (3.120.1 through 3.120.10).
- Lighting Systems. Limits on wattage per square foot to minimize energy use, requirements for the use of occupancy sensors, daylight controls, and dimming systems to reduce energy use in unoccupied spaces or when daylight is sufficient (2.110.9).
- Heating, Ventilation, and Air Conditioning Systems. Establishes minimum efficiency requirements for heating, ventilation, and air conditioning systems and requirements for ventilation adjustments based on building occupancy levels (3.120.0).
- Electrical Power Distribution. Requires the use of sub-metering and energy management systems for real-time tracking and monitoring of energy use in larger buildings as well as demand response controls for load reduction during peak times in response to grid demands (2.110.11, 2.110.12).
- Renewable Energy. Encourages and in some cases requires the use of on-site renewable energy sources such as solar panels (2.110.2).

TITLE 24 CCR PART 11 – CALIFORNIA GREEN BUILDING STANDARDS CODE

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023[2]. The CEC anticipates that the 2022 energy code will provide $1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons (21). The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. These require, among other items (22) (23):

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.1 (5.106.5.3). Alternatively, the power allocation method may be used as an alternative to the requirements mentioned in Section 5.106.5.1, and associated Table 5.106.5.3. Use of Table 5.106.5.3.6 to can be used to determine the total power in kVA required based on the total number of actual parking spaces. Additionally, Table 5.106.5.5.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty EV supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).

[2] The 2022 California Green Building Standard Code became effective on January 1, 2023, however; it has since been amended on July 1, 2024 with the Intervening Code Cycle Update which is reflected in this report.

- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1).
    - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
    - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
    - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

3.2.4 AB 1493 Pavley Regulations and Fuel Efficiency Standards

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit

of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

3.2.5 CALIFORNIA'S RENEWABLE PORTFOLIO STANDARD (RPS)

First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable resources to 44% of total retail sales by 2024 (24).

3.2.6 CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015 (SB 350)

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 45% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (California Leginfo 2015).

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4 PROJECT ENERGY DEMANDS AND ENERGY EFFICIENCY MEASURES

4.1 EVALUATION CRITERIA

Appendix F of the *State CEQA Guidelines* (25), states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas, and oil; and
- Increasing reliance on renewable energy sources.

In compliance with Appendix G of the *State CEQA Guidelines* (1), this report analyzes the Project's anticipated energy use during construction and operations to determine if the Project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

4.2 METHODOLOGY

Information from the CalEEMod Version 2022.1 outputs for the *Del Amo Technology Center Air Quality Impact Analysis* (AQIA) (26) was utilized in this analysis, detailing Project related construction equipment, transportation energy demands, and facility energy demands.

4.2.1 CALEEMOD

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage (27). Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs from the annual model runs are provided in Appendix 4.1.

4.2.2 EMISSION FACTORS MODEL

On May 2, 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources (28). This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of

analysis, the 2025 through 2027 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Outputs from the EMFAC2021 model run is provided in Appendix 4.2.

4.3 CONSTRUCTION ENERGY DEMANDS

The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed Project.

4.3.1 CONSTRUCTION POWER COST

The total Project construction power costs is the summation of the products of the area (sf) by the construction duration and the typical power cost.

CONSTRUCTION DURATION

For purposes of analysis, construction of Project is expected to commence in October 2025 and will last through October 2027 (26). The construction schedule utilized in the analysis, shown in Table 4-1, represents a "worst-case" analysis scenario. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines* (29).

TABLE 4-1: CONSTRUCTION DURATION

Construction Activity	Start Date	End Date	Days
Clearing	10/22/2025	10/28/2025	5
Earthwork	10/29/2025	11/20/2025	17
Export/Remediation	11/21/2025	5/5/2026	118
Import	5/6/2026	9/24/2026	102
Rough Grading	9/25/2026	11/2/2026	27
Vertical Construction	11/3/2026	3/24/2027	102
Site Work Fine Grading	3/25/2027	4/9/2027	12
Building Construction	4/10/2027	8/18/2027	93
Paving	8/19/2027	9/2/2027	11
Architectural Coating	8/19/2027	10/6/2027	35

PROJECT CONSTRUCTION POWER COST

The *2024 National Construction Estimator* identifies a typical power cost per 1,000 sf of building construction per month of $2.66, which was used to calculate the Project's total construction power cost (30). As shown on Table 4-2, the total power cost of the on-site electricity usage during the building construction of the Project is estimated to be approximately $25,729.63.

TABLE 4-2: CONSTRUCTION POWER COST

Land Use	Power Cost (per 1,000 SF)	Size (1,000 SF)	Construction Duration (months)	Power Cost
High-Cube Fulfillment Center Warehouse	$2.66	362.73	24	$23,156.68
High-Cube Cold Storage Warehouse	$2.66	40.303	24	$2,572.94
			CONSTRUCTION POWER COST	***$25,729.63***

4.3.2 CONSTRUCTION ELECTRICITY USAGE

The total Project construction electricity usage is the summation of the products of the power cost (estimated in Table 4-2) by the utility provider cost per kilowatt hour (kWh) of electricity.

PROJECT CONSTRUCTION ELECTRICITY USAGE

The SCE's general service rate schedule was used to determine the Project's electrical usage. As of October 1, 2024, SCE's general service rate is $0.16 per kilowatt hours (kWh) of electricity for industrial uses (31). As shown on Table 4-3, the total electricity usage from on-site Project construction related activities is estimated to be approximately 160,810 kWh.

TABLE 4-3: CONSTRUCTION ELECTRICITY USAGE

Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
High-Cube Fulfillment Center Warehouse	$0.16	144,729
High-Cube Cold Storage Warehouse	$0.16	16,081
CONSTRUCTION ELECTRICITY USAGE		***160,810***

4.3.3 CONSTRUCTION EQUIPMENT FUEL ESTIMATES

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction.

CONSTRUCTION EQUIPMENT

A summary of construction equipment by phase is provided at Table 4-4. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 4-4 will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the City Code.

TABLE 4-4: CONSTRUCTION EQUIPMENT ASSUMPTIONS

Construction Activity	Equipment	Amount	Hours Per Day	Tier
Clearing	Dumpers/Tenders	4	8	Tier 4
	Crawler Tractors	2	8	Tier 4

Construction Activity	Equipment	Amount	Hours Per Day	Tier
Earthwork	Rubber Tired Dozers	1	8	Tier 4
	Rubber Tired Dozers	1	8	Tier 4
	Scrapers	4	8	Tier 3
Export/Remediation	Excavators	1	8	Tier 3
	Other Construction	1	8	Tier 3
	Crawler Tractors	1	8	Tier 3
Import	Dumpers/Tenders	61	8	Tier 4
	Rubber Tired Dozers	1	8	Tier 4
	Sweepers/Scrubbers	1	8	Tier 4
Rough Grading	Graders	1	8	Tier 4
	Rubber Tired Dozers	1	8	Tier 4
	Scrapers	1	8	Tier 3
	Scrapers	6	8	Tier 3
Vertical Construction	Graders	1	8	Tier 4
	Rollers	1	8	Tier 4
	Scrapers	2	8	Tier 3
	Tractors/Loaders/Backhoes	1	8	Tier 4
Site Work Fine Grading	Graders	1	8	Tier 4
	Rollers	1	8	Tier 4
	Scrapers	1	8	Tier 3
	Skid Steer Loaders	2	8	Tier 4
	Crawler Tractors	1	8	Tier 4
Building Construction	Cranes	2	8	Tier 3
	Forklifts	5	8	Tier 3
	Generator Sets	2	8	Tier 3
	Tractors/Loaders/Backhoes	5	8	Tier 3
	Welders	2	8	Tier 3
Paving	Pavers	2	8	Tier 3
	Paving Equipment	2	8	Tier 3
	Rollers	2	8	Tier 3
Architectural Coating	Air Compressors	1	8	Tier 3

PROJECT CONSTRUCTION EQUIPMENT FUEL CONSUMPTION

Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 4-5. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines (32). For the purposes of this analysis, the calculations are based on all construction equipment being diesel-powered which is consistent with industry standards. Diesel fuel would be supplied by existing industrial fuel providers serving the Project area and region[3]. As presented in Table 4-5, Project construction activities would consume an estimated 120,099 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources for this purpose.

[3] Based on Appendix A of the CalEEMod User's Guide, Construction consists of several types of off-road equipment. Since the majority of the off-road construction equipment used for construction projects are diesel fueled, CalEEMod assumes all of the equipment operates on diesel fuel.

TABLE 4-5: CONSTRUCTION EQUIPMENT FUEL CONSUMPTION ESTIMATES

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Clearing	5	Dumpers/Tenders	16	4	8	0.38	195	53
		Crawler Tractors	275	2	8	0.37	1,628	440
Earthwork	17	Rubber Tired Dozers	405	1	8	0.4	1,296	1,191
		Rubber Tired Dozers	215	1	8	0.4	688	632
		Scrapers	600	4	8	0.48	9,216	8,469
Export/Remediation	118	Excavators	158	1	8	0.38	480	3,064
		Other Construction Equipment	172	1	8	0.42	578	3,686
		Crawler Tractors	97	1	8	0.37	287	1,831
Import	102	Dumpers/Tenders	16	61	8	0.38	2,967	16,359
		Rubber Tired Dozers	405	1	8	0.4	1,296	7,146
		Sweepers/Scrubbers	64	1	8	0.46	236	1,299
Rough Grading	27	Graders	238	1	8	0.41	781	1,139
		Rubber Tired Dozers	405	1	8	0.4	1,296	1,891
		Scrapers	330	1	8	0.48	1,267	1,849
		Scrapers	600	6	8	0.48	13,824	20,176
Vertical Construction	102	Graders	238	1	8	0.41	781	4,304
		Rollers	80	1	8	0.38	243	1,341
		Scrapers	330	2	8	0.48	2,534	13,973
		Tractors/Loaders/Backhoes	275	1	8	0.37	814	4,488
Site Work Fine Grading	12	Graders	180	1	8	0.41	590	383
		Rollers	80	1	8	0.38	243	158
		Scrapers	330	1	8	0.48	1,267	822

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
		Skid Steer Loaders	65	2	8	0.37	385	250
		Crawler Tractors	250	1	8	0.37	740	480
Building Construction	93	Cranes	231	2	8	0.29	1,072	5,388
		Forklifts	89	5	8	0.2	712	3,579
		Generator Sets	84	2	8	0.74	995	5,000
		Tractors/Loaders/Backhoes	97	5	8	0.37	1,436	7,217
		Welders	46	2	8	0.45	331	1,665
Paving	11	Pavers	130	2	8	0.42	874	519
		Paving Equipment	132	2	8	0.36	760	452
		Rollers	80	2	8	0.38	486	289
Architectural Coating	35	Air Compressors	78	1	8	0.48	300	567
CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)								***120,099***

4.3.4 CONSTRUCTION TRIPS AND VMT

Construction generates on-road vehicle emissions from vehicle usage for workers, vendors, and haul trucks commuting to and from the site. The number of workers, vendor, and hauling trips are presented below in Table 4-6. It should be noted that for Vendor Trips specifically, CalEEMod only assigns Vendor Trips to the Vertical Construction and Building Construction phase. Vendor trips would likely occur during all phases of construction. As such, the CalEEMod defaults for Vendor Trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity.

TABLE 4-6: CONSTRUCTION TRIPS AND VMT

Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Hauling Trips Per Day
Clearing	15	1	0
Earthwork	15	4	0
Export/Remediation	8	30	5
Import	158	26	368
Rough Grading	23	7	0
Vertical Construction	169	26	0
Site Work Fine Grading	15	3	0
Building Construction	169	24	0
Paving	15	3	0
Architectural Coating	68	9	0

4.3.5 CONSTRUCTION WORKER FUEL ESTIMATES

With respect to estimated VMT for the Project, the construction worker trips (personal vehicles used by workers commuting to the Project from home) would generate an estimated 1,003,718 VMT during the 24 months of construction (26). Based on CalEEMod methodology, it is assumed that 50% of all construction worker trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1[4]), and 25% are from light-duty-trucks (LDT2[5]). Data regarding Project related construction worker trips were based on CalEEMod defaults utilized within the AQIA.

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2021 version of the EMFAC developed by CARB. EMFAC 2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources (28). EMFAC 2021 was run for the LDA, LDT1, and LDT2 vehicle class within the Los Angeles South Coast sub-area for the 2025 through 2027 calendar years. Data from EMFAC 2021 is shown in Appendix 4.2.

[4] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

[5] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

As shown in Table 4-7, the estimated annual fuel consumption resulting from Project construction worker trips is 34,535 gallons during full construction of the Project. It should be noted that construction worker trips would represent a "single-event" gasoline fuel demand and would not require ongoing or permanent commitment of fuel resources for this purpose.

TABLE 4-7: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2025	LDA						
	Clearing	5	8	18.5	740	32.24	23
	Earthwork	17	8	18.5	2,516	32.24	78
	Export/Remediation	29	4	18.5	2,146	32.24	67
	LDT1						
	Clearing	5	4	18.5	370	24.82	15
	Earthwork	17	4	18.5	1,258	24.82	51
	Export/Remediation	29	2	18.5	1,073	24.82	43
	LDT2						
	Clearing	5	4	18.5	370	24.75	15
	Earthwork	17	4	18.5	1,258	24.75	51
	Export/Remediation	29	2	18.5	1,073	24.75	43
2026	LDA						
	Export/Remediation	89	4	18.5	6,586	33.12	199
	Import	102	79	18.5	149,073	33.12	4,502
	Rough Grading	27	12	18.5	5,994	33.12	181
	Vertical Construction	43	85	18.5	67,618	33.12	2,042
	LDT1						
	Export/Remediation	89	2	18.5	3,293	25.34	130
	Import	102	40	18.5	75,480	25.34	2,979
	Rough Grading	27	6	18.5	2,997	25.34	118
	Vertical Construction	43	43	18.5	34,207	25.34	1,350
	LDT2						
	Export/Remediation	89	2	18.5	3,293	25.41	130
	Import	102	40	18.5	75,480	25.41	2,970
	Rough Grading	27	6	18.5	2,997	25.41	118
	Vertical Construction	43	43	18.5	34,207	25.41	1,346

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2027	LDA						
	Vertical Construction	59	85	18.5	92,778	33.97	2,731
	Site Work Fine Grading	12	8	18.5	1,776	33.97	52
	Building Construction	93	85	18.5	146,243	33.97	4,305
	Paving	11	8	18.5	1,628	33.97	48
	Architectural Coating	35	34	18.5	22,015	33.97	648
	LDT1						
	Vertical Construction	59	43	18.5	46,935	25.86	1,815
	Site Work Fine Grading	12	4	18.5	888	25.86	34
	Building Construction	93	43	18.5	73,982	25.86	2,861
	Paving	11	4	18.5	814	25.86	31
	Architectural Coating	35	17	18.5	11,008	25.86	426
	LDT2						
	Vertical Construction	59	43	18.5	46,935	26.03	1,803
	Site Work Fine Grading	12	4	18.5	888	26.03	34
	Building Construction	93	43	18.5	73,982	26.03	2,842
	Paving	11	4	18.5	814	26.03	31
	Architectural Coating	35	17	18.5	11,008	26.03	423
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION							***34,535***

4.3.6 CONSTRUCTION VENDOR/HAULING FUEL ESTIMATES

With respect to estimated VMT, the construction vendor and hauling trips (vehicles that deliver materials to the site during construction) would generate an estimated 883,002 VMT along area roadways for the Project over the duration of construction activity (26). It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHD), 50% of all vendor trips are from heavy-heavy duty trucks (HHD), and 100% of all hauling trips are HHDs. These assumptions are consistent with the CalEEMod defaults utilized within the within the AQIA (26). Vehicle fuel efficiencies for MHDs and HHDs were estimated using information generated within EMFAC 2021. EMFAC 2021 was run for the MHD and HHD vehicle classes within the Los Angeles South Coast sub-area for the 2025 through 2027 calendar years. Data from EMFAC2021 is shown in Appendix 4.2.

Based on Table 4-8, it is estimated that 139,187 gallons of fuel will be consumed related to construction vendor and hauling trips during full construction of the Project. It should be noted that Project construction vendor and hauling trips would represent a “single-event” diesel fuel

demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

TABLE 4-8: CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION ESTIMATES

Year	Construction Activity	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2025	MHD						
	Clearing	5	1	10.2	51	7.73	7
	Earthwork	17	2	10.2	347	7.73	45
	Export/Remediation	29	15	10.2	4,437	7.73	574
	HHD (Vendor)						
	Clearing	5	1	10.2	51	6.14	8
	Earthwork	17	2	10.2	347	6.14	56
	Export/Remediation	29	15	10.2	4,437	6.14	722
	HHD (Hauling)						
	Export/Remediation	29	5	20	2,900	6.14	472
2026	MHD						
	Export/Remediation	89	15	10.2	13,617	7.86	1,732
	Import	102	13	10.2	13,525	7.86	1,721
	Rough Grading	27	4	10.2	1,102	7.86	140
	Vertical Construction	43	13	10.2	5,702	7.86	725
	HHD (Vendor)						
	Export/Remediation	89	15	10.2	13,617	6.25	2,178
	Import	102	13	10.2	13,525	6.25	2,164
	Rough Grading	27	4	10.2	1,102	6.25	176
	Vertical Construction	43	13	10.2	5,702	6.25	912
	HHD (Hauling)						
	Export/Remediation	89	5	20	8,900	6.25	1,424
	Import	102	368	20	750,720	6.25	120,088
2027	MHD						
	Vertical Construction	59	13	10.2	7,823	8.02	976
	Site Work Fine Grading	12	2	10.2	245	8.02	31
	Building Construction	93	12	10.2	11,383	8.02	1,420
	Paving	11	2	10.2	224	8.02	28

Year	Construction Activity	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
	Architectural Coating	35	5	10.2	1,785	8.02	223
	HHD (Vendor)						
	Vertical Construction	59	13	10.2	7,823	6.38	1,227
	Site Work Fine Grading	12	2	10.2	245	6.38	38
	Building Construction	93	12	10.2	11,383	6.38	1,785
	Paving	11	2	10.2	224	6.38	35
	Architectural Coating	35	5	10.2	1,785	6.38	280
TOTAL CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION							***139,187***

4.3.7 CONSTRUCTION ENERGY EFFICIENCY/CONSERVATION MEASURES

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling." In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to

five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared.

In general, construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

4.4 OPERATIONAL ENERGY DEMANDS

Energy consumption in support of or related to Project operations would include transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the Project site), fuel demands from operational equipment, and facilities energy demands (energy consumed by development operations and site maintenance activities).

4.4.1 TRANSPORTATION FUEL DEMANDS

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by evaluating the vehicle fleet mix and the total VMT. As with worker, vendor, and hauling trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2021 developed by CARB (28). EMFAC2021 was run for the Los Angeles South Coast sub-area for the 2027 calendar year. Data from EMFAC2021 is shown in Appendix 4.2.

As summarized on Table 4-9, the Project would result in an estimated 8,372,578 annual VMT and an annual fuel consumption of 401,292 gallons of fuel.

TABLE 4-9: TOTAL PROJECT-GENERATED TRAFFIC ANNUAL FUEL CONSUMPTION

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	33.97	3,854,062	113,462
LDT1	25.86	330,722	12,788
LDT2	26.03	1,876,975	72,110
MDV	21.46	1,120,399	52,220
LHDT1	16.81	173,756	10,338
LHDT2	15.95	44,622	2,797

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
MHDT	8.02	185,663	23,152
HHDT	6.38	614,419	96,362
MCY	41.59	171,961	4,135
TRUs			13,927
TOTAL (ALL VEHICLES)		***8,372,578***	***401,292***

4.4.2 TRANSPORTATION REFRIGERATION UNIT ENERGY DEMANDS

Energy would be consumed by truck and trailer mounted transportation refrigeration units (TRUs) that visit the Project site. For modeling purposes, it was estimated that 30 two-way truck trips have the potential to include TRUs. TRU fuel consumption was estimated using information generated from EMFAC2021 for the Los Angeles South Coast sub-area. It is estimated that the Project will result in an estimated annual fuel consumption of 13,927 gallons due to the use of TRUs.

4.4.3 ON-SITE CARGO HANDLING EQUIPMENT FUEL DEMANDS

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this Project, on-site modeled operational equipment includes up to two (2) 175 horsepower (hp), natural gas-powered cargo handling equipment – port tractors operating at 4 hours a day[6] for 365 days of the year.

Project operational activity estimates and associated fuel consumption estimates are based on the annual EMFAC 2021 offroad emissions for the 2027 operational year and were used to derive the total annual fuel consumption associated with on-site equipment. As presented in Table 4-10, Project on-site equipment would consume an estimated 9,284 gallons of natural gas.

TABLE 4-10: ON-SITE CARGO HANDLING EQUIPMENT FUEL CONSUMPTION ESTIMATES

Equipment	Quantity	Usage Hours	Days of Operation	EMFAC 2021 Fuel Consumption (gal./yr)	EMFAC 2021 Activity (hrs./yr)	Total Fuel Consumption
Cargo Handling Equipment	2	4	365	19,286	6,066	9,284
ON-SITE CARGO HANDLING EQUIPMENT FUEL DEMAND (GALLONS FUEL)						***9,284***

4.4.4 EMERGENCY ENGINE FUEL DEMANDS

The proposed Project was conservatively assumed to include installation of one 300-horsepower diesel-powered fire pump and one 700-horsepower diesel-powered emergency generator at the industrial building. The fire pump and emergency generator were estimated to operate for up to

[6] Based on Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document, a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.

1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes. As presented in Table 4-11, the fire pump and emergency generator operation for maintenance and testing purposes would consume an estimated 1,883 gallons of diesel fuel per year.

TABLE 4-11: EMERGENCY ENGINE FUEL CONSUMPTION ESTIMATES

Equipment	Amount	Horsepower	Fuel Consumption (gal./hour)	Activity (hrs./yr)	Total Fuel Consumption (gal./year)
Fire Pump	1	300	11	50	565
Emergency Generator	1	700	26	50	1,318
EMERGENCY ENGINE FUEL DEMAND (GALLONS FUEL)					***1,883***

4.4.5 FACILITY ENERGY DEMANDS

Project building operations activities would result in the consumption of electricity, which would be supplied to the Project by SCE. Based on information provided by the Project Applicant, the Project would not use natural gas for the building envelope. As such, natural gas consumption has not been analyzed in this study. The Project will also include a 37-kW solar system on the building, consistent with Title 24 requirements, which is anticipated to generate up to 65,792 kWh/annually. As summarized on Table 4-12 the Project would result in 2,627,657 kWh/year of electricity demand[a].

TABLE 4-12: PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY

Land Use	Electricity Demand (kWh/year)
High-Cube Fulfillment Center Warehouse	1,631,916
High-Cube Cold Storage Warehouse	779,382
Parking Lot	216,359
TOTAL PROJECT ENERGY DEMAND	***2,627,657[a]***

kWh - Kilo Watt Hours

[a]It should be noted that although the Project would generate 65,792 kWh/yr of solar PV, the total electricity in demand would not total this reduction as explained in CalEEMod Measure E-10-B which states that the variable reduction in energy use is dependent on building energy consumption and has limitations.

4.4.6 OPERATIONAL ENERGY EFFICIENCY/CONSERVATION MEASURES

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code).

ENHANCED VEHICLE FUEL EFFICIENCIES

Project annual fuel consumption estimates presented previously in Table 4-9 represent likely potential maximums that would occur for the Project. Under subsequent future conditions,

average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands.

4.5 SUMMARY

4.5.1 CONSTRUCTION ENERGY DEMANDS

The estimated power cost of on-site electricity usage during the building construction of the Project is assumed to be approximately $25,729.63. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction, after full Project buildout, is calculated to be approximately 160,810 kWh.

Construction equipment used by the Project would result in a single event consumption of approximately 120,099 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. BACMs inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 34,535 gallons of fuel. Additionally, fuel consumption from construction vendor and hauling trips (MHDs and HHDs) will total approximately 139,187 gallons. Diesel fuel would be supplied by City and regional industrial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2023 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements (13). As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

4.5.2 OPERATIONAL ENERGY DEMANDS

TRANSPORTATION ENERGY DEMANDS

Annual vehicular trips and related VMT generated by the operation of the Project would result in a fuel demand of 401,292 gallons of fuel.

Fuel would be provided by current and future industrial vendors. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed., 2021); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the state strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals.

Heavy duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year and SCAQMD is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce GHG emissions from the medium and heavy-duty trucks:

- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25% by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions focus on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- CARB's On-Road Truck and Bus Regulation (2010) requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent (33).
- CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

ON-SITE CARGO HANDLING EQUIPMENT FUEL DEMANDS

As previously stated, it is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. On-site cargo handling equipment used by the Project would result in approximately 9,284 gallons of natural gas. On-site equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed operations that are unusual or energy-intensive, and Project on-site equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

FACILITY ENERGY DEMANDS

Project facility operational energy demands are estimated to result in 2,627,657 kWh/year of electricity, which would be supplied by SCE respectively. Based on information provided by the Project Applicant, the Project would not use natural gas for the building envelope. As such, natural gas consumption has not been analyzed in this study. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration. Additionally, as mentioned previously, the Project will also include a 37-kw solar system on the building, consistent with Title 24 requirements, which is anticipated to generate up to 65,792 kWh/annually.

Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

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5 CONCLUSIONS

5.1 ENERGY IMPACT 1

Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact Analysis

A significant impact would occur if the proposed Project would result in the inefficient, wasteful, or unnecessary use of energy.

Construction

Based on CalEEMod estimations within the modeling output files used to estimate GHG emissions associated with the Project, construction-related vehicle trips would result in approximately 1,886,720 VMT and consume an estimated 173,722 gallons of gasoline and diesel combined during construction. Additionally, on-site construction equipment would consume an estimated 120,099 gallons of diesel fuel. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the proposed Project would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impacts related to electricity and fuel consumption would be less than significant.

Operation

Electricity and Natural Gas

Operation of the proposed Project would consume energy as part of building operations and transportation activities including truck and passenger vehicle traffic associated with the Project. Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. Based on CalEEMod energy use estimations, operations for the Project would result in 2,627,657 kWh/year of electricity. Based on information provided by the Project Applicant, the Project would not use natural gas for the building envelope. As such, natural gas consumption has not been analyzed in this study.

The Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency

standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Additionally, as mentioned previously, the Project will also include a 37-kW solar system on the building, consistent with Title 24 requirements, which is anticipated to generate up to 65,792 kWh/annually.

Fuel

Operational energy would also be consumed during vehicle trips associated with the Project. Fuel consumption would be primarily related to vehicle use by visitors and employees associated with the Project. Based on CalEEMod energy use estimations, project-related vehicle trips would result in 8,372,578 VMT and consume an estimated 401,292 gallons of gasoline and diesel combined, annually (see Appendix 4.1).

The Project is surrounded by existing transportation facilities and infrastructure which would provide future visitors and employees associated with the Project access to a mix of land uses near the Project, thus further reducing fuel consumption demand. Additionally, the Project will also be providing parking and EV infrastructure that would further promote fuel efficient vehicles. For these reasons, operational-related transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the operational impact related to vehicle fuel consumption would be less than significant.

5.2 ENERGY IMPACT 2

Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis

A significant impact would occur if the proposed Project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Construction

As discussed in Section 5.1, above, the Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for any temporary buildings that may be needed during construction, which may include on-site lighting and power to construction offices. California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on- road and off-road diesel-powered equipment and are enforced by the ARB. The Project would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that construction of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or

increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation

California's Renewable Portfolio Standard (RPS) establishes a goal of renewable energy for local providers to be 44 percent by 2040. Similarly, the State is promoting renewable energy targets to meet the 2022 Scoping Plan greenhouse gas emissions reductions. As discussed in Section 5.1, above, the Project would result in 1,024,296 kWh/year of electricity.

The Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Additionally, as mentioned previously, the Project will also include a 37-kW solar system on the building, consistent with Title 24 requirements, which is anticipated to generate up to 65,792 kWh/annually.

Compliance with the aforementioned mandatory measures would ensure that the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

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7 CERTIFICATIONS

The contents of this energy analysis report represent an accurate depiction of the environmental impacts associated with the proposed Del Amo Technology Center. The information contained in this energy analysis report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at hqureshi@urbanxroads.com.

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EDUCATION

Master of Science in Environmental Studies
California State University, Fullerton • May 2010

Bachelor of Arts in Environmental Analysis and Design
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PROFESSIONAL AFFILIATIONS

AEP – Association of Environmental Professionals
AWMA – Air and Waste Management Association
ASTM – American Society for Testing and Materials

PROFESSIONAL CERTIFICATIONS

Planned Communities and Urban Infill – Urban Land Institute • June 2011
Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April 2008
Principles of Ambient Air Monitoring – California Air Resources Board • August 2007
AB2588 Regulatory Standards – Trinity Consultants • November 2006
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APPENDIX 4.1:

CALEEMOD PROJECT EMISSIONS MODEL OUTPUTS

11796-Del Amo Technology Center (Construction and Operations) Detailed Report

Table of Contents

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	11796-Del Amo Technology Center (Construction and Operations)
Construction Start Date	12/27/2024
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	17.4
Location	2899 Del Amo Blvd, Torrance, CA 90503, USA
County	Los Angeles-South Coast
City	Torrance
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4668
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

Unrefrigerated Warehouse-No Rail	363	1000sqft	8.33	362,730	283,720	—	—	High-Cube Fulfillment Center Warehouse
Refrigerated Warehouse-No Rail	40.3	1000sqft	0.93	40,303	31,524	—	—	High-Cube Cold Storage Warehouse
Parking Lot	718	Space	5.67	0.00	0.00	—	—	—
Other Asphalt Surfaces	16.4	Acre	16.4	0.00	0.00	—	—	—
User Defined Industrial	403	User Defined Unit	0.00	0.00	0.00	—	—	PC Trips

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

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.	67.1	67.1	78.7	100.0	0.24	3.04	10.9	11.2	2.71	3.30	3.89	—	33,486	33,486	1.73	4.23	65.5	34,856
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	61.4	61.3	78.7	99.8	0.19	3.04	4.74	7.17	2.71	1.93	3.89	—	20,479	20,479	0.83	0.24	0.26	20,561
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.75	6.70	19.7	23.1	0.09	0.48	3.74	4.22	0.43	1.10	1.54	—	12,512	12,512	0.62	1.28	8.81	12,916

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.23	1.22	3.59	4.21	0.02	0.09	0.68	0.77	0.08	0.20	0.28	—	2,071	2,071	0.10	0.21	1.46	2,138

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	3.33	3.31	78.7	100.0	0.24	3.04	10.9	11.2	2.71	3.30	3.89	—	33,486	33,486	1.73	4.23	65.5	34,856
2027	67.1	67.1	29.2	45.3	0.05	1.18	2.42	3.60	1.08	0.58	1.65	—	7,148	7,148	0.30	0.22	8.92	7,229
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.13	2.11	48.5	65.2	0.12	1.87	4.74	6.61	1.67	1.93	3.60	—	13,372	13,372	0.54	0.21	0.10	13,424
2026	3.33	3.31	78.7	99.8	0.19	3.04	4.13	7.17	2.71	1.18	3.89	—	20,479	20,479	0.83	0.24	0.26	20,561
2027	61.4	61.3	15.6	34.7	0.05	0.55	2.44	2.98	0.49	0.58	1.07	—	8,020	8,020	0.27	0.23	0.24	8,096
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.13	2.98	4.15	0.01	0.12	0.27	0.39	0.10	0.10	0.20	—	895	895	0.04	0.02	0.16	903
2026	1.26	0.81	19.7	23.1	0.09	0.48	3.74	4.22	0.43	1.10	1.54	—	12,512	12,512	0.62	1.28	8.81	12,916
2027	6.75	6.70	10.9	18.8	0.02	0.42	1.12	1.55	0.38	0.26	0.65	—	3,433	3,433	0.11	0.10	1.79	3,468
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.02	0.02	0.54	0.76	< 0.005	0.02	0.05	0.07	0.02	0.02	0.04	—	148	148	0.01	< 0.005	0.03	149
2026	0.23	0.15	3.59	4.21	0.02	0.09	0.68	0.77	0.08	0.20	0.28	—	2,071	2,071	0.10	0.21	1.46	2,138
2027	1.23	1.22	2.00	3.43	< 0.005	0.08	0.21	0.28	0.07	0.05	0.12	—	568	568	0.02	0.02	0.30	574

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	3.33	3.31	78.7	100.0	0.24	3.04	10.9	11.2	2.71	3.30	3.89	—	33,486	33,486	1.73	4.23	65.5	34,856
2027	67.1	67.1	29.2	45.3	0.05	1.18	2.42	3.60	1.08	0.58	1.65	—	7,148	7,148	0.30	0.22	8.92	7,229
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.13	2.11	48.5	65.2	0.12	1.87	4.74	6.61	1.67	1.93	3.60	—	13,372	13,372	0.54	0.21	0.10	13,424
2026	3.33	3.31	78.7	99.8	0.19	3.04	4.13	7.17	2.71	1.18	3.89	—	20,479	20,479	0.83	0.24	0.26	20,561
2027	61.4	61.3	15.6	34.7	0.05	0.55	2.44	2.98	0.49	0.58	1.07	—	8,020	8,020	0.27	0.23	0.24	8,096
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.13	2.98	4.15	0.01	0.12	0.27	0.39	0.10	0.10	0.20	—	895	895	0.04	0.02	0.16	903
2026	1.26	0.81	19.7	23.1	0.09	0.48	3.74	4.22	0.43	1.10	1.54	—	12,512	12,512	0.62	1.28	8.81	12,916
2027	6.75	6.70	10.9	18.8	0.02	0.42	1.12	1.55	0.38	0.26	0.65	—	3,433	3,433	0.11	0.10	1.79	3,468
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.02	0.02	0.54	0.76	< 0.005	0.02	0.05	0.07	0.02	0.02	0.04	—	148	148	0.01	< 0.005	0.03	149
2026	0.23	0.15	3.59	4.21	0.02	0.09	0.68	0.77	0.08	0.20	0.28	—	2,071	2,071	0.10	0.21	1.46	2,138
2027	1.23	1.22	2.00	3.43	< 0.005	0.08	0.21	0.28	0.07	0.05	0.12	—	568	568	0.02	0.02	0.30	574

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.	22.4	21.1	16.3	91.0	0.23	0.46	17.4	17.9	0.44	4.45	4.88	383	26,866	27,249	40.0	2.02	106	28,957
Mit.	22.4	21.1	16.3	91.0	0.23	0.46	17.4	17.9	0.44	4.45	4.88	383	26,804	27,187	40.0	2.02	106	28,894

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	< 0.5%	—	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	19.3	18.2	16.9	67.8	0.22	0.42	17.4	17.8	0.41	4.45	4.86	383	26,075	26,458	40.0	2.05	42.8	28,113
Mit.	19.3	18.2	16.9	67.8	0.22	0.42	17.4	17.8	0.41	4.45	4.86	383	26,013	26,396	40.0	2.05	42.8	28,050
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	< 0.5%	—	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	19.4	18.4	12.5	74.9	0.21	0.23	16.4	16.6	0.21	4.19	4.40	383	24,446	24,829	39.9	1.96	67.7	26,479
Mit.	19.4	18.4	12.5	74.9	0.21	0.23	16.4	16.6	0.21	4.19	4.40	383	24,384	24,767	39.9	1.96	67.7	26,416
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	< 0.5%	—	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.55	3.35	2.28	13.7	0.04	0.04	2.99	3.03	0.04	0.76	0.80	63.4	4,047	4,111	6.61	0.32	11.2	4,384
Mit.	3.55	3.35	2.28	13.7	0.04	0.04	2.99	3.03	0.04	0.76	0.80	63.4	4,037	4,100	6.61	0.32	11.2	4,373
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%

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	8.24	7.30	11.5	69.3	0.22	0.18	17.4	17.6	0.17	4.45	4.62	—	22,776	22,776	0.91	1.54	65.2	23,324
Area	12.4	12.2	0.15	17.5	< 0.005	0.03	—	0.03	0.02	—	0.02	—	72.1	72.1	< 0.005	< 0.005	—	72.3
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,555	2,555	0.24	0.03	—	2,570

Water	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394
Waste	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Stationary	1.80	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	22.4	21.1	16.3	91.0	0.23	0.46	17.4	17.9	0.44	4.45	4.88	383	26,866	27,249	40.0	2.02	106	28,957
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.21	7.26	12.3	63.7	0.21	0.18	17.4	17.6	0.17	4.45	4.62	—	22,057	22,057	0.95	1.58	1.69	22,552
Area	9.29	9.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,555	2,555	0.24	0.03	—	2,570
Water	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394
Waste	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Stationary	1.80	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	19.3	18.2	16.9	67.8	0.22	0.42	17.4	17.8	0.41	4.45	4.86	383	26,075	26,458	40.0	2.05	42.8	28,113
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.77	6.88	11.8	62.3	0.20	0.17	16.4	16.6	0.16	4.19	4.35	—	21,103	21,103	0.89	1.49	26.7	21,595
Area	11.4	11.3	0.10	12.0	< 0.005	0.02	—	0.02	0.02	—	0.02	—	49.4	49.4	< 0.005	< 0.005	—	49.5
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,555	2,555	0.24	0.03	—	2,570
Water	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394
Waste	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Stationary	0.25	0.22	0.63	0.57	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	0.00	115	115	< 0.005	< 0.005	0.00	115
Total	19.4	18.4	12.5	74.9	0.21	0.23	16.4	16.6	0.21	4.19	4.40	383	24,446	24,829	39.9	1.96	67.7	26,479
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.42	1.25	2.14	11.4	0.04	0.03	2.99	3.02	0.03	0.76	0.79	—	3,494	3,494	0.15	0.25	4.42	3,575

Area	2.08	2.05	0.02	2.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.17	8.17	< 0.005	< 0.005	—	8.20
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	423	423	0.04	< 0.005	—	425
Water	—	—	—	—	—	—	—	—	—	—	—	29.6	103	133	3.04	0.07	—	231
Waste	—	—	—	—	—	—	—	—	—	—	—	33.8	0.00	33.8	3.38	0.00	—	118
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.80	6.80
Stationary	0.05	0.04	0.11	0.10	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	19.0	19.0	< 0.005	< 0.005	0.00	19.1
Total	3.55	3.35	2.28	13.7	0.04	0.04	2.99	3.03	0.04	0.76	0.80	63.4	4,047	4,111	6.61	0.32	11.2	4,384

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	8.24	7.30	11.5	69.3	0.22	0.18	17.4	17.6	0.17	4.45	4.62	—	22,776	22,776	0.91	1.54	65.2	23,324
Area	12.4	12.2	0.15	17.5	< 0.005	0.03	—	0.03	0.02	—	0.02	—	72.1	72.1	< 0.005	< 0.005	—	72.3
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,492	2,492	0.24	0.03	—	2,507
Water	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394
Waste	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Stationary	1.80	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	22.4	21.1	16.3	91.0	0.23	0.46	17.4	17.9	0.44	4.45	4.88	383	26,804	27,187	40.0	2.02	106	28,894
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.21	7.26	12.3	63.7	0.21	0.18	17.4	17.6	0.17	4.45	4.62	—	22,057	22,057	0.95	1.58	1.69	22,552
Area	9.29	9.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,492	2,492	0.24	0.03	—	2,507

Water	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394
Waste	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Stationary	1.80	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Total	19.3	18.2	16.9	67.8	0.22	0.42	17.4	17.8	0.41	4.45	4.86	383	26,013	26,396	40.0	2.05	42.8	28,050
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.77	6.88	11.8	62.3	0.20	0.17	16.4	16.6	0.16	4.19	4.35	—	21,103	21,103	0.89	1.49	26.7	21,595
Area	11.4	11.3	0.10	12.0	< 0.005	0.02	—	0.02	0.02	—	0.02	—	49.4	49.4	< 0.005	< 0.005	—	49.5
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,492	2,492	0.24	0.03	—	2,507
Water	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394
Waste	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Stationary	0.25	0.22	0.63	0.57	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	0.00	115	115	< 0.005	< 0.005	0.00	115
Total	19.4	18.4	12.5	74.9	0.21	0.23	16.4	16.6	0.21	4.19	4.40	383	24,384	24,767	39.9	1.96	67.7	26,416
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.42	1.25	2.14	11.4	0.04	0.03	2.99	3.02	0.03	0.76	0.79	—	3,494	3,494	0.15	0.25	4.42	3,575
Area	2.08	2.05	0.02	2.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.17	8.17	< 0.005	< 0.005	—	8.20
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	413	413	0.04	< 0.005	—	415
Water	—	—	—	—	—	—	—	—	—	—	—	29.6	103	133	3.04	0.07	—	231
Waste	—	—	—	—	—	—	—	—	—	—	—	33.8	0.00	33.8	3.38	0.00	—	118
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.80	6.80
Stationary	0.05	0.04	0.11	0.10	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	19.0	19.0	< 0.005	< 0.005	0.00	19.1
Total	3.55	3.35	2.28	13.7	0.04	0.04	2.99	3.03	0.04	0.76	0.80	63.4	4,037	4,100	6.61	0.32	11.2	4,373

3. Construction Emissions Details

3.1. Clearing (2025) - 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	0.18	0.18	0.93	9.33	0.02	0.04	—	0.04	0.04	—	0.04	—	2,138	2,138	0.09	0.02	—	2,146
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.3	29.3	< 0.005	< 0.005	—	29.4
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.85	4.85	< 0.005	< 0.005	—	4.87
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	31.7	31.7	< 0.005	< 0.005	< 0.005	33.1
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	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.73	2.73	< 0.005	< 0.005	< 0.005	2.77
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.43	0.43	< 0.005	< 0.005	< 0.005	0.45
Hauling	0.00	0.00	0.00	0.00	0.00	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	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.46
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.08
Hauling	0.00	0.00	0.00	0.00	0.00	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. Clearing (2025) - 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	0.18	0.18	0.93	9.33	0.02	0.04	—	0.04	0.04	—	0.04	—	2,138	2,138	0.09	0.02	—	2,146
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.3	29.3	< 0.005	< 0.005	—	29.4
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.85	4.85	< 0.005	< 0.005	—	4.87

Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	31.7	31.7	< 0.005	< 0.005	< 0.005	33.1
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	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.73	2.73	< 0.005	< 0.005	< 0.005	2.77
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.43	0.43	< 0.005	< 0.005	< 0.005	0.45
Hauling	0.00	0.00	0.00	0.00	0.00	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	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.46
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.08
Hauling	0.00	0.00	0.00	0.00	0.00	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. Earthwork (2025) - 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	2.05	2.05	48.3	64.2	0.12	1.87	—	1.87	1.67	—	1.67	—	13,048	13,048	0.53	0.11	—	13,093
Dust From Material Movement	—	—	—	—	—	—	4.51	4.51	—	1.87	1.87	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.10	2.25	2.99	0.01	0.09	—	0.09	0.08	—	0.08	—	608	608	0.02	< 0.005	—	610
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.41	0.55	< 0.005	0.02	—	0.02	0.01	—	0.01	—	101	101	< 0.005	< 0.005	—	101
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.01	132
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.29	9.29	< 0.005	< 0.005	0.02	9.42
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.91	5.91	< 0.005	< 0.005	0.01	6.17
Hauling	0.00	0.00	0.00	0.00	0.00	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	—	1.54	1.54	< 0.005	< 0.005	< 0.005	1.56
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.98	0.98	< 0.005	< 0.005	< 0.005	1.02
Hauling	0.00	0.00	0.00	0.00	0.00	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. Earthwork (2025) - 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-Roa Equipment	2.05	2.05	48.3	64.2	0.12	1.87	—	1.87	1.67	—	1.67	—	13,048	13,048	0.53	0.11	—	13,093
Dust From Material Movement	—	—	—	—	—	—	4.51	4.51	—	1.87	1.87	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.10	0.10	2.25	2.99	0.01	0.09	—	0.09	0.08	—	0.08	—	608	608	0.02	< 0.005	—	610
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.02	0.02	0.41	0.55	< 0.005	0.02	—	0.02	0.01	—	0.01	—	101	101	< 0.005	< 0.005	—	101
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.01	132
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.29	9.29	< 0.005	< 0.005	0.02	9.42
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.91	5.91	< 0.005	< 0.005	0.01	6.17
Hauling	0.00	0.00	0.00	0.00	0.00	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	—	1.54	1.54	< 0.005	< 0.005	< 0.005	1.56
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.98	0.98	< 0.005	< 0.005	< 0.005	1.02
Hauling	0.00	0.00	0.00	0.00	0.00	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. Export/Remediation (2025) - 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	0.27	0.27	7.15	11.0	0.01	0.33	—	0.33	0.30	—	0.30	—	1,565	1,565	0.06	0.01	—	1,570

Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.57	0.88	< 0.005	0.03	—	0.03	0.02	—	0.02	—	126	126	0.01	< 0.005	—	126
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.10	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.04	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.3	98.3	< 0.005	< 0.005	0.01	99.5

Vendor	0.07	0.03	1.13	0.53	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	952	952	0.04	0.13	0.07	993
Hauling	0.03	0.01	0.47	0.18	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	367	367	0.02	0.06	0.02	385
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.00	8.00	< 0.005	< 0.005	0.01	8.11
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	76.4	76.4	< 0.005	0.01	0.09	79.7
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.4	29.4	< 0.005	< 0.005	0.03	30.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.33	1.33	< 0.005	< 0.005	< 0.005	1.34
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.6	12.6	< 0.005	< 0.005	0.01	13.2
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.88	4.88	< 0.005	< 0.005	< 0.005	5.11

3.6. Export/Remediation (2025) - 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	0.27	0.27	7.15	11.0	0.01	0.33	—	0.33	0.30	—	0.30	—	1,565	1,565	0.06	0.01	—	1,570
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.57	0.88	< 0.005	0.03	—	0.03	0.02	—	0.02	—	126	126	0.01	< 0.005	—	126
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.10	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.04	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.3	98.3	< 0.005	< 0.005	0.01	99.5
Vendor	0.07	0.03	1.13	0.53	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	952	952	0.04	0.13	0.07	993
Hauling	0.03	0.01	0.47	0.18	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	367	367	0.02	0.06	0.02	385
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.00	8.00	< 0.005	< 0.005	0.01	8.11

Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	76.4	76.4	< 0.005	0.01	0.09	79.7
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.4	29.4	< 0.005	< 0.005	0.03	30.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.33	1.33	< 0.005	< 0.005	< 0.005	1.34
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.6	12.6	< 0.005	< 0.005	0.01	13.2
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.88	4.88	< 0.005	< 0.005	< 0.005	5.11

3.7. Export/Remediation (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	0.27	0.27	7.15	11.0	0.01	0.33	—	0.33	0.30	—	0.30	—	1,565	1,565	0.06	0.01	—	1,571
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.27	0.27	7.15	11.0	0.01	0.33	—	0.33	0.30	—	0.30	—	1,565	1,565	0.06	0.01	—	1,571

Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	1.75	2.68	< 0.005	0.08	—	0.08	0.07	—	0.07	—	383	383	0.02	< 0.005	—	384
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.32	0.49	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.4	63.4	< 0.005	< 0.005	—	63.6
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.03	0.03	0.03	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	102	102	< 0.005	< 0.005	0.34	103
Vendor	0.07	0.03	1.03	0.50	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	935	935	0.04	0.13	2.53	979
Hauling	0.03	0.01	0.43	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	360	360	0.02	0.06	0.81	379

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	96.3	96.3	< 0.005	< 0.005	0.01	97.5
Vendor	0.07	0.03	1.08	0.51	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	936	936	0.04	0.13	0.07	977
Hauling	0.03	0.01	0.45	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	360	360	0.02	0.06	0.02	378
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.9	23.9	< 0.005	< 0.005	0.04	24.2
Vendor	0.02	0.01	0.27	0.12	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	—	229	229	0.01	0.03	0.27	239
Hauling	0.01	< 0.005	0.11	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	88.1	88.1	< 0.005	0.01	0.08	92.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.96	3.96	< 0.005	< 0.005	0.01	4.01
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.9	37.9	< 0.005	0.01	0.04	39.6
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	14.6	14.6	< 0.005	< 0.005	0.01	15.3

3.8. Export/Remediation (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	0.27	0.27	7.15	11.0	0.01	0.33	—	0.33	0.30	—	0.30	—	1,565	1,565	0.06	0.01	—	1,571
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.02	0.02	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.27	0.27	7.15	11.0	0.01	0.33	—	0.33	0.30	—	0.30	—	1,565	1,565	0.06	0.01	—	1,571
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	1.75	2.68	< 0.005	0.08	—	0.08	0.07	—	0.07	—	383	383	0.02	< 0.005	—	384
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.32	0.49	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.4	63.4	< 0.005	< 0.005	—	63.6
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.03	0.03	0.03	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	102	102	< 0.005	< 0.005	0.34	103
Vendor	0.07	0.03	1.03	0.50	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	935	935	0.04	0.13	2.53	979
Hauling	0.03	0.01	0.43	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	360	360	0.02	0.06	0.81	379
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	96.3	96.3	< 0.005	< 0.005	0.01	97.5
Vendor	0.07	0.03	1.08	0.51	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	936	936	0.04	0.13	0.07	977
Hauling	0.03	0.01	0.45	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	360	360	0.02	0.06	0.02	378
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.9	23.9	< 0.005	< 0.005	0.04	24.2
Vendor	0.02	0.01	0.27	0.12	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	—	229	229	0.01	0.03	0.27	239
Hauling	0.01	< 0.005	0.11	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	88.1	88.1	< 0.005	0.01	0.08	92.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.96	3.96	< 0.005	< 0.005	0.01	4.01
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.9	37.9	< 0.005	0.01	0.04	39.6
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	14.6	14.6	< 0.005	< 0.005	0.01	15.3

3.9. Import (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	0.19	0.19	2.17	9.35	0.06	0.03	—	0.03	0.03	—	0.03	—	5,534	5,534	0.22	0.04	—	5,553
Dust From Material Movement	—	—	—	—	—	—	1.77	1.77	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.05	0.61	2.61	0.02	0.01	—	0.01	0.01	—	0.01	—	1,546	1,546	0.06	0.01	—	1,552
Dust From Material Movement	—	—	—	—	—	—	0.49	0.49	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	256	256	0.01	< 0.005	—	257
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.58	0.61	10.2	0.00	0.00	2.06	2.06	0.00	0.48	0.48	—	2,134	2,134	0.09	0.07	7.22	2,166
Vendor	0.06	0.02	0.89	0.43	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	811	811	0.03	0.12	2.19	848
Hauling	1.81	0.40	30.1	11.8	0.17	0.32	6.82	7.14	0.32	1.87	2.19	—	25,008	25,008	1.39	4.00	56.1	26,289
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.21	2.54	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	574	574	0.03	0.02	0.87	581
Vendor	0.02	0.01	0.26	0.12	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	227	227	0.01	0.03	0.26	237
Hauling	0.50	0.11	8.84	3.32	0.05	0.09	1.89	1.98	0.09	0.52	0.61	—	6,990	6,990	0.39	1.12	6.74	7,339
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.04	0.46	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	95.0	95.0	< 0.005	< 0.005	0.14	96.3
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.5	37.5	< 0.005	0.01	0.04	39.2
Hauling	0.09	0.02	1.61	0.61	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,157	1,157	0.06	0.18	1.12	1,215

3.10. Import (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	0.19	0.19	2.17	9.35	0.06	0.03	—	0.03	0.03	—	0.03	—	5,534	5,534	0.22	0.04	—	5,553

Dust From Material Movement	—	—	—	—	—	—	1.77	1.77	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.05	0.61	2.61	0.02	0.01	—	0.01	0.01	—	0.01	—	1,546	1,546	0.06	0.01	—	1,552
Dust From Material Movement	—	—	—	—	—	—	0.49	0.49	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	256	256	0.01	< 0.005	—	257
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.58	0.61	10.2	0.00	0.00	2.06	2.06	0.00	0.48	0.48	—	2,134	2,134	0.09	0.07	7.22	2,166

Vendor	0.06	0.02	0.89	0.43	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	811	811	0.03	0.12	2.19	848
Hauling	1.81	0.40	30.1	11.8	0.17	0.32	6.82	7.14	0.32	1.87	2.19	—	25,008	25,008	1.39	4.00	56.1	26,289
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.21	2.54	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	574	574	0.03	0.02	0.87	581
Vendor	0.02	0.01	0.26	0.12	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	227	227	0.01	0.03	0.26	237
Hauling	0.50	0.11	8.84	3.32	0.05	0.09	1.89	1.98	0.09	0.52	0.61	—	6,990	6,990	0.39	1.12	6.74	7,339
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.04	0.46	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	95.0	95.0	< 0.005	< 0.005	0.14	96.3
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.5	37.5	< 0.005	0.01	0.04	39.2
Hauling	0.09	0.02	1.61	0.61	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,157	1,157	0.06	0.18	1.12	1,215

3.11. Rough 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	3.22	3.22	78.4	98.4	0.18	3.04	—	3.04	2.71	—	2.71	—	19,972	19,972	0.81	0.16	—	20,040
Dust From Material Movement	—	—	—	—	—	—	3.77	3.77	—	1.10	1.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	3.22	3.22	78.4	98.4	0.18	3.04	—	3.04	2.71	—	2.71	—	19,972	19,972	0.81	0.16	—	20,040
Dust From Material Movement	—	—	—	—	—	—	3.77	3.77	—	1.10	1.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.24	0.24	5.80	7.28	0.01	0.22	—	0.22	0.20	—	0.20	—	1,477	1,477	0.06	0.01	—	1,482
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	1.06	1.33	< 0.005	0.04	—	0.04	0.04	—	0.04	—	245	245	0.01	< 0.005	—	245
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	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	0.09	0.08	0.09	1.45	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	305	305	0.01	0.01	1.03	309
Vendor	0.02	0.01	0.24	0.12	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	218	218	0.01	0.03	0.59	228
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.10	1.24	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	289	289	0.01	0.01	0.03	293
Vendor	0.02	0.01	0.25	0.12	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	218	218	0.01	0.03	0.02	228
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.7	21.7	< 0.005	< 0.005	0.03	22.0
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.1	16.1	< 0.005	< 0.005	0.02	16.9
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	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.59	3.59	< 0.005	< 0.005	0.01	3.64
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.67	2.67	< 0.005	< 0.005	< 0.005	2.79
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

3.12. Rough 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 Equipm	3.22	3.22	78.4	98.4	0.18	3.04	—	3.04	2.71	—	2.71	—	19,972	19,972	0.81	0.16	—	20,040
Dust From Material Movement	—	—	—	—	—	—	3.77	3.77	—	1.10	1.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	3.22	3.22	78.4	98.4	0.18	3.04	—	3.04	2.71	—	2.71	—	19,972	19,972	0.81	0.16	—	20,040
Dust From Material Movement	—	—	—	—	—	—	3.77	3.77	—	1.10	1.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.24	0.24	5.80	7.28	0.01	0.22	—	0.22	0.20	—	0.20	—	1,477	1,477	0.06	0.01	—	1,482
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	1.06	1.33	< 0.005	0.04	—	0.04	0.04	—	0.04	—	245	245	0.01	< 0.005	—	245
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	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	0.09	0.08	0.09	1.45	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	305	305	0.01	0.01	1.03	309
Vendor	0.02	0.01	0.24	0.12	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	218	218	0.01	0.03	0.59	228
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.10	1.24	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	289	289	0.01	0.01	0.03	293
Vendor	0.02	0.01	0.25	0.12	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	218	218	0.01	0.03	0.02	228
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.7	21.7	< 0.005	< 0.005	0.03	22.0
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.1	16.1	< 0.005	< 0.005	0.02	16.9
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	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.59	3.59	< 0.005	< 0.005	0.01	3.64
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.67	2.67	< 0.005	< 0.005	< 0.005	2.79
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

3.13. Site Work Fine Grading (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	0.50	0.50	9.71	20.0	0.03	0.29	—	0.29	0.27	—	0.27	—	3,756	3,756	0.15	0.03	—	3,769
Dust From Material Movement	—	—	—	—	—	—	0.55	0.55	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.50	0.50	9.71	20.0	0.03	0.29	—	0.29	0.27	—	0.27	—	3,756	3,756	0.15	0.03	—	3,769
Dust From Material Movement	—	—	—	—	—	—	0.55	0.55	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.32	0.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	123	123	0.01	< 0.005	—	124

Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.05	0.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	199	199	0.01	0.01	0.62	202
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.7	91.7	< 0.005	0.01	0.24	95.8
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
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	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.8	91.8	< 0.005	0.01	0.01	95.7
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	< 0.005	< 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	—	3.02	3.02	< 0.005	< 0.005	< 0.005	3.15

Hauling	0.00	0.00	0.00	0.00	0.00	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	—	0.50	0.50	< 0.005	< 0.005	< 0.005	0.52
Hauling	0.00	0.00	0.00	0.00	0.00	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. Site Work Fine Grading (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	0.50	0.50	9.71	20.0	0.03	0.29	—	0.29	0.27	—	0.27	—	3,756	3,756	0.15	0.03	—	3,769
Dust From Material Movement	—	—	—	—	—	—	0.55	0.55	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.50	0.50	9.71	20.0	0.03	0.29	—	0.29	0.27	—	0.27	—	3,756	3,756	0.15	0.03	—	3,769
Dust From Material Movement	—	—	—	—	—	—	0.55	0.55	—	0.06	0.06	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.32	0.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	123	123	0.01	< 0.005	—	124
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.05	0.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	199	199	0.01	0.01	0.62	202
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.7	91.7	< 0.005	0.01	0.24	95.8
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
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	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.8	91.8	< 0.005	0.01	0.01	95.7
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	< 0.005	< 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	—	3.02	3.02	< 0.005	< 0.005	< 0.005	3.15
Hauling	0.00	0.00	0.00	0.00	0.00	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	—	0.50	0.50	< 0.005	< 0.005	< 0.005	0.52
Hauling	0.00	0.00	0.00	0.00	0.00	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. Vertical Construction (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	0.71	0.71	14.0	25.7	0.05	0.54	—	0.54	0.49	—	0.49	—	5,093	5,093	0.21	0.04	—	5,110
Onsite truck	0.00	0.00	0.00	0.00	0.00	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 Equipm	0.08	0.08	1.62	2.96	0.01	0.06	—	0.06	0.06	—	0.06	—	588	588	0.02	< 0.005	—	590
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.30	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	97.4	97.4	< 0.005	< 0.005	—	97.7
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.70	0.62	0.74	9.33	0.00	0.00	2.21	2.21	0.00	0.52	0.52	—	2,174	2,174	0.10	0.08	0.20	2,201
Vendor	0.06	0.02	0.93	0.44	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	811	811	0.03	0.12	0.06	846
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.08	0.07	0.09	1.13	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	255	255	0.01	0.01	0.39	258
Vendor	0.01	< 0.005	0.11	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	93.6	93.6	< 0.005	0.01	0.11	97.8
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	0.01	0.01	0.02	0.21	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	42.2	42.2	< 0.005	< 0.005	0.06	42.7
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.02	16.2
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

3.16. Vertical Construction (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	0.71	0.71	14.0	25.7	0.05	0.54	—	0.54	0.49	—	0.49	—	5,093	5,093	0.21	0.04	—	5,110
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.08	0.08	1.62	2.96	0.01	0.06	—	0.06	0.06	—	0.06	—	588	588	0.02	< 0.005	—	590
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.30	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	97.4	97.4	< 0.005	< 0.005	—	97.7
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.70	0.62	0.74	9.33	0.00	0.00	2.21	2.21	0.00	0.52	0.52	—	2,174	2,174	0.10	0.08	0.20	2,201
Vendor	0.06	0.02	0.93	0.44	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	811	811	0.03	0.12	0.06	846
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.08	0.07	0.09	1.13	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	255	255	0.01	0.01	0.39	258
Vendor	0.01	< 0.005	0.11	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	93.6	93.6	< 0.005	0.01	0.11	97.8
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	0.01	0.01	0.02	0.21	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	42.2	42.2	< 0.005	< 0.005	0.06	42.7
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.02	16.2
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

3.17. Vertical Construction (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	0.71	0.71	14.0	25.7	0.05	0.54	—	0.54	0.49	—	0.49	—	5,092	5,092	0.21	0.04	—	5,110
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.11	2.28	4.17	0.01	0.09	—	0.09	0.08	—	0.08	—	827	827	0.03	0.01	—	830
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.42	0.76	< 0.005	0.02	—	0.02	0.01	—	0.01	—	137	137	0.01	< 0.005	—	137
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.67	0.59	0.73	8.61	0.00	0.00	2.21	2.21	0.00	0.52	0.52	—	2,133	2,133	0.03	0.08	0.18	2,158
Vendor	0.05	0.02	0.89	0.42	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	795	795	0.03	0.11	0.05	829
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.11	0.10	0.12	1.47	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	352	352	< 0.005	0.01	0.49	356
Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.15	135
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.02	0.02	0.02	0.27	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	58.2	58.2	< 0.005	< 0.005	0.08	58.9
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.4	21.4	< 0.005	< 0.005	0.02	22.3
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

3.18. Vertical Construction (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	0.71	0.71	14.0	25.7	0.05	0.54	—	0.54	0.49	—	0.49	—	5,092	5,092	0.21	0.04	—	5,110
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.11	2.28	4.17	0.01	0.09	—	0.09	0.08	—	0.08	—	827	827	0.03	0.01	—	830
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.42	0.76	< 0.005	0.02	—	0.02	0.01	—	0.01	—	137	137	0.01	< 0.005	—	137
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.67	0.59	0.73	8.61	0.00	0.00	2.21	2.21	0.00	0.52	0.52	—	2,133	2,133	0.03	0.08	0.18	2,158
Vendor	0.05	0.02	0.89	0.42	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	795	795	0.03	0.11	0.05	829
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.11	0.10	0.12	1.47	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	352	352	< 0.005	0.01	0.49	356
Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.15	135
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.02	0.02	0.02	0.27	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	58.2	58.2	< 0.005	< 0.005	0.08	58.9
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.4	21.4	< 0.005	< 0.005	0.02	22.3
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

3.19. Building Construction (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	1.00	1.00	27.8	34.8	0.04	1.18	—	1.18	1.07	—	1.07	—	4,165	4,165	0.17	0.03	—	4,179
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.25	0.25	7.09	8.86	0.01	0.30	—	0.30	0.27	—	0.27	—	1,061	1,061	0.04	0.01	—	1,065
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.05	1.29	1.62	< 0.005	0.05	—	0.05	0.05	—	0.05	—	176	176	0.01	< 0.005	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.68	0.60	0.58	10.2	0.00	0.00	2.21	2.21	0.00	0.52	0.52	—	2,250	2,250	0.10	0.08	7.01	2,283
Vendor	0.05	0.02	0.79	0.38	0.01	0.01	0.21	0.21	0.01	0.06	0.06	—	734	734	0.03	0.10	1.91	767
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.17	0.15	0.19	2.31	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	551	551	0.01	0.02	0.77	558
Vendor	0.01	0.01	0.21	0.10	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	187	187	0.01	0.03	0.21	195
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.03	0.03	0.03	0.42	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	91.3	91.3	< 0.005	< 0.005	0.13	92.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	31.0	31.0	< 0.005	< 0.005	0.03	32.3
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

3.20. Building Construction (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	1.00	1.00	27.8	34.8	0.04	1.18	—	1.18	1.07	—	1.07	—	4,165	4,165	0.17	0.03	—	4,179
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.25	0.25	7.09	8.86	0.01	0.30	—	0.30	0.27	—	0.27	—	1,061	1,061	0.04	0.01	—	1,065
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.05	1.29	1.62	< 0.005	0.05	—	0.05	0.05	—	0.05	—	176	176	0.01	< 0.005	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.68	0.60	0.58	10.2	0.00	0.00	2.21	2.21	0.00	0.52	0.52	—	2,250	2,250	0.10	0.08	7.01	2,283
Vendor	0.05	0.02	0.79	0.38	0.01	0.01	0.21	0.21	0.01	0.06	0.06	—	734	734	0.03	0.10	1.91	767
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.17	0.15	0.19	2.31	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	551	551	0.01	0.02	0.77	558
Vendor	0.01	0.01	0.21	0.10	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	187	187	0.01	0.03	0.21	195
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.03	0.03	0.03	0.42	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	91.3	91.3	< 0.005	< 0.005	0.13	92.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	31.0	31.0	< 0.005	< 0.005	0.03	32.3
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

3.21. Paving (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	0.42	0.42	11.3	17.3	0.02	0.51	—	0.51	0.47	—	0.47	—	2,469	2,469	0.10	0.02	—	2,477
Paving	5.26	5.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.34	0.52	< 0.005	0.02	—	0.02	0.01	—	0.01	—	74.4	74.4	< 0.005	< 0.005	—	74.7
Paving	0.16	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.3	12.3	< 0.005	< 0.005	—	12.4
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.05	0.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	199	199	0.01	0.01	0.62	202
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.7	91.7	< 0.005	0.01	0.24	95.8
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	5.78	5.78	< 0.005	< 0.005	0.01	5.85
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.76	2.76	< 0.005	< 0.005	< 0.005	2.88

Hauling	0.00	0.00	0.00	0.00	0.00	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	—	0.96	0.96	< 0.005	< 0.005	< 0.005	0.97
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Hauling	0.00	0.00	0.00	0.00	0.00	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. Paving (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	0.42	0.42	11.3	17.3	0.02	0.51	—	0.51	0.47	—	0.47	—	2,469	2,469	0.10	0.02	—	2,477
Paving	5.26	5.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.34	0.52	< 0.005	0.02	—	0.02	0.01	—	0.01	—	74.4	74.4	< 0.005	< 0.005	—	74.7
Paving	0.16	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.06	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.3	12.3	< 0.005	< 0.005	—	12.4
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.05	0.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	199	199	0.01	0.01	0.62	202
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.7	91.7	< 0.005	0.01	0.24	95.8
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	5.78	5.78	< 0.005	< 0.005	0.01	5.85
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.76	2.76	< 0.005	< 0.005	< 0.005	2.88
Hauling	0.00	0.00	0.00	0.00	0.00	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	—	0.96	0.96	< 0.005	< 0.005	< 0.005	0.97
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.06	0.06	1.81	2.44	—	0.07	—	0.07	0.07	—	0.07	—	—	—	—	—	—	—
Architectural Coatings	61.0	61.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.81	2.44	—	0.07	—	0.07	0.07	—	0.07	—	—	—	—	—	—	—
Architectural Coatings	61.0	61.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.17	0.23	—	0.01	—	0.01	0.01	—	0.01	—	—	—	—	—	—	—
Architectural Coatings	5.85	5.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.04	—	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	—	—	—	—	—	—
Architectural Coatings	1.07	1.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.24	0.23	4.07	0.00	0.00	0.89	0.89	0.00	0.21	0.21	—	900	900	0.04	0.03	2.80	913
Vendor	0.02	0.01	0.30	0.14	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	275	275	0.01	0.04	0.72	288
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.27	0.24	0.29	3.45	0.00	0.00	0.89	0.89	0.00	0.21	0.21	—	853	853	0.01	0.03	0.07	863
Vendor	0.02	0.01	0.31	0.14	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	275	275	0.01	0.04	0.02	287
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.03	0.02	0.03	0.35	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	83.0	83.0	< 0.005	< 0.005	0.12	84.1
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.4	26.4	< 0.005	< 0.005	0.03	27.5
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	13.7	13.7	< 0.005	< 0.005	0.02	13.9
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.37	4.37	< 0.005	< 0.005	< 0.005	4.56
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.06	0.06	1.81	2.44	—	0.07	—	0.07	0.07	—	0.07	—	—	—	—	—	—	—
Architectural Coatings	61.0	61.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.81	2.44	—	0.07	—	0.07	0.07	—	0.07	—	—	—	—	—	—	—
Architectural Coatings	61.0	61.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.17	0.23	—	0.01	—	0.01	0.01	—	0.01	—	—	—	—	—	—	—

Architect Coatings	5.85	5.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.04	—	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	—	—	—	—	—	—
Architectural Coatings	1.07	1.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.24	0.23	4.07	0.00	0.00	0.89	0.89	0.00	0.21	0.21	—	900	900	0.04	0.03	2.80	913
Vendor	0.02	0.01	0.30	0.14	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	275	275	0.01	0.04	0.72	288
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.27	0.24	0.29	3.45	0.00	0.00	0.89	0.89	0.00	0.21	0.21	—	853	853	0.01	0.03	0.07	863
Vendor	0.02	0.01	0.31	0.14	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	275	275	0.01	0.04	0.02	287
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.03	0.02	0.03	0.35	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	83.0	83.0	< 0.005	< 0.005	0.12	84.1
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.4	26.4	< 0.005	< 0.005	0.03	27.5
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	13.7	13.7	< 0.005	< 0.005	0.02	13.9
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.37	4.37	< 0.005	< 0.005	< 0.005	4.56
Hauling	0.00	0.00	0.00	0.00	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.37	0.13	5.93	2.67	0.05	0.08	1.90	1.98	0.08	0.51	0.59	—	5,972	5,972	0.23	0.86	16.2	6,251
Refrigerated Warehouse-No Rail	0.15	0.06	2.09	1.11	0.02	0.03	0.75	0.78	0.03	0.20	0.23	—	2,123	2,123	0.08	0.29	6.73	2,219
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 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
User Defined Industrial	7.72	7.11	3.53	65.5	0.15	0.07	14.8	14.8	0.07	3.74	3.80	—	14,681	14,681	0.60	0.38	42.3	14,853
Total	8.24	7.30	11.5	69.3	0.22	0.18	17.4	17.6	0.17	4.45	4.62	—	22,776	22,776	0.91	1.54	65.2	23,324

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.37	0.13	6.17	2.68	0.05	0.08	1.90	1.98	0.08	0.51	0.59	—	5,973	5,973	0.23	0.86	0.42	6,237
Refrigerated Warehouse-No Rail	0.14	0.06	2.17	1.11	0.02	0.03	0.75	0.78	0.03	0.20	0.23	—	2,123	2,123	0.08	0.30	0.17	2,213
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 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
User Defined Industrial	7.70	7.08	3.98	59.9	0.14	0.07	14.8	14.8	0.07	3.74	3.80	—	13,960	13,960	0.64	0.42	1.10	14,102
Total	8.21	7.26	12.3	63.7	0.21	0.18	17.4	17.6	0.17	4.45	4.62	—	22,057	22,057	0.95	1.58	1.69	22,552
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.06	0.02	1.09	0.47	0.01	0.01	0.33	0.34	0.01	0.09	0.10	—	948	948	0.04	0.14	1.11	991
Refrigerated Warehouse-No Rail	0.02	0.01	0.35	0.18	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.04	—	307	307	0.01	0.04	0.42	321
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 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

User Defined Industrial	1.33	1.22	0.70	10.7	0.02	0.01	2.55	2.56	0.01	0.64	0.66	—	2,239	2,239	0.10	0.07	2.89	2,264
Total	1.42	1.25	2.14	11.4	0.04	0.03	2.99	3.02	0.03	0.76	0.79	—	3,494	3,494	0.15	0.25	4.42	3,575

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.37	0.13	5.93	2.67	0.05	0.08	1.90	1.98	0.08	0.51	0.59	—	5,972	5,972	0.23	0.86	16.2	6,251
Refrigerated Warehouse-No Rail	0.15	0.06	2.09	1.11	0.02	0.03	0.75	0.78	0.03	0.20	0.23	—	2,123	2,123	0.08	0.29	6.73	2,219
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 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
User Defined Industrial	7.72	7.11	3.53	65.5	0.15	0.07	14.8	14.8	0.07	3.74	3.80	—	14,681	14,681	0.60	0.38	42.3	14,853
Total	8.24	7.30	11.5	69.3	0.22	0.18	17.4	17.6	0.17	4.45	4.62	—	22,776	22,776	0.91	1.54	65.2	23,324
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-Rail	0.37	0.13	6.17	2.68	0.05	0.08	1.90	1.98	0.08	0.51	0.59	—	5,973	5,973	0.23	0.86	0.42	6,237
Refrigerated Warehouse-No Rail	0.14	0.06	2.17	1.11	0.02	0.03	0.75	0.78	0.03	0.20	0.23	—	2,123	2,123	0.08	0.30	0.17	2,213
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 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
User Defined Industrial	7.70	7.08	3.98	59.9	0.14	0.07	14.8	14.8	0.07	3.74	3.80	—	13,960	13,960	0.64	0.42	1.10	14,102
Total	8.21	7.26	12.3	63.7	0.21	0.18	17.4	17.6	0.17	4.45	4.62	—	22,057	22,057	0.95	1.58	1.69	22,552
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.06	0.02	1.09	0.47	0.01	0.01	0.33	0.34	0.01	0.09	0.10	—	948	948	0.04	0.14	1.11	991
Refrigerated Warehouse-No Rail	0.02	0.01	0.35	0.18	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.04	—	307	307	0.01	0.04	0.42	321
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 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
User Defined Industrial	1.33	1.22	0.70	10.7	0.02	0.01	2.55	2.56	0.01	0.64	0.66	—	2,239	2,239	0.10	0.07	2.89	2,264
Total	1.42	1.25	2.14	11.4	0.04	0.03	2.99	3.02	0.03	0.76	0.79	—	3,494	3,494	0.15	0.25	4.42	3,575

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,610	1,610	0.15	0.02	—	1,620
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	739	739	0.07	0.01	—	744
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	205	205	0.02	< 0.005	—	206
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,555	2,555	0.24	0.03	—	2,570
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,610	1,610	0.15	0.02	—	1,620

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	739	739	0.07	0.01	—	744
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	205	205	0.02	< 0.005	—	206
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,555	2,555	0.24	0.03	—	2,570
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	267	267	0.03	< 0.005	—	268
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	122	122	0.01	< 0.005	—	123
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	34.0	34.0	< 0.005	< 0.005	—	34.2
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	423	423	0.04	< 0.005	—	425

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,548	1,548	0.15	0.02	—	1,557
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	739	739	0.07	0.01	—	744
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	205	205	0.02	< 0.005	—	206
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,492	2,492	0.24	0.03	—	2,507
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,548	1,548	0.15	0.02	—	1,557
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	739	739	0.07	0.01	—	744

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	205	205	0.02	< 0.005	—	206
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,492	2,492	0.24	0.03	—	2,507
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	256	256	0.02	< 0.005	—	258
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	122	122	0.01	< 0.005	—	123
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	34.0	34.0	< 0.005	< 0.005	—	34.2
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	413	413	0.04	< 0.005	—	415

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	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 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
User Defined Industrial	0.00	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	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 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
User Defined Industrial	0.00	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	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 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
User Defined Industrial	0.00	0.00	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

4.2.4. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	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 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
User Defined Industrial	0.00	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	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 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
User Defined Industrial	0.00	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	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 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
User Defined Industrial	0.00	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	8.70	8.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.12	2.88	0.15	17.5	< 0.005	0.03	—	0.03	0.02	—	0.02	—	72.1	72.1	< 0.005	< 0.005	—	72.3
Total	12.4	12.2	0.15	17.5	< 0.005	0.03	—	0.03	0.02	—	0.02	—	72.1	72.1	< 0.005	< 0.005	—	72.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	8.70	8.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	9.29	9.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.59	1.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.39	0.36	0.02	2.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.17	8.17	< 0.005	< 0.005	—	8.20
Total	2.08	2.05	0.02	2.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.17	8.17	< 0.005	< 0.005	—	8.20

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	8.70	8.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.12	2.88	0.15	17.5	< 0.005	0.03	—	0.03	0.02	—	0.02	—	72.1	72.1	< 0.005	< 0.005	—	72.3
Total	12.4	12.2	0.15	17.5	< 0.005	0.03	—	0.03	0.02	—	0.02	—	72.1	72.1	< 0.005	< 0.005	—	72.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	8.70	8.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	9.29	9.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.59	1.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coating	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.39	0.36	0.02	2.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.17	8.17	< 0.005	< 0.005	—	8.20
Total	2.08	2.05	0.02	2.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.17	8.17	< 0.005	< 0.005	—	8.20

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	161	562	722	16.5	0.40	—	1,254
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	17.9	62.4	80.3	1.84	0.04	—	139
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	161	562	722	16.5	0.40	—	1,254
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	17.9	62.4	80.3	1.84	0.04	—	139
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	26.6	93.0	120	2.74	0.07	—	208
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	2.96	10.3	13.3	0.30	0.01	—	23.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	29.6	103	133	3.04	0.07	—	231

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	161	562	722	16.5	0.40	—	1,254
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	17.9	62.4	80.3	1.84	0.04	—	139
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	161	562	722	16.5	0.40	—	1,254
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	17.9	62.4	80.3	1.84	0.04	—	139
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	179	624	803	18.4	0.44	—	1,394
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	26.6	93.0	120	2.74	0.07	—	208
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	2.96	10.3	13.3	0.30	0.01	—	23.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	29.6	103	133	3.04	0.07	—	231

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	184	0.00	184	18.4	0.00	—	643
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.04	0.00	—	71.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrig Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	184	0.00	184	18.4	0.00	—	643
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.04	0.00	—	71.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	30.4	0.00	30.4	3.04	0.00	—	106
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	3.38	0.00	3.38	0.34	0.00	—	11.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.8	0.00	33.8	3.38	0.00	—	118

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	184	0.00	184	18.4	0.00	—	643
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.04	0.00	—	71.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	184	0.00	184	18.4	0.00	—	643

Refrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.04	0.00	—	71.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	30.4	0.00	30.4	3.04	0.00	—	106
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	3.38	0.00	3.38	0.34	0.00	—	11.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	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
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.8	0.00	33.8	3.38	0.00	—	118

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.80	6.80
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.80	6.80

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41.1	41.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.80	6.80
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.80	6.80

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 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.54	0.49	1.38	1.26	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	0.00	252	252	0.01	< 0.005	0.00	253
Emergency Generator	1.26	1.15	3.21	2.93	0.01	0.17	0.00	0.17	0.17	0.00	0.17	0.00	588	588	0.02	< 0.005	0.00	590
Total	1.80	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.54	0.49	1.38	1.26	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	0.00	252	252	0.01	< 0.005	0.00	253
Emergency Generator	1.26	1.15	3.21	2.93	0.01	0.17	0.00	0.17	0.17	0.00	0.17	0.00	588	588	0.02	< 0.005	0.00	590
Total	1.80	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.01	0.01	0.03	0.03	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	5.71	5.71	< 0.005	< 0.005	0.00	5.73
Emergency Generator	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	0.05	0.04	0.11	0.10	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	19.0	19.0	< 0.005	< 0.005	0.00	19.1

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.54	0.49	1.38	1.26	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	0.00	252	252	0.01	< 0.005	0.00	253
Emergency Generator	1.26	1.15	3.21	2.93	0.01	0.17	0.00	0.17	0.17	0.00	0.17	0.00	588	588	0.02	< 0.005	0.00	590
Total	1.80	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.54	0.49	1.38	1.26	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	0.00	252	252	0.01	< 0.005	0.00	253
Emergency Generator	1.26	1.15	3.21	2.93	0.01	0.17	0.00	0.17	0.17	0.00	0.17	0.00	588	588	0.02	< 0.005	0.00	590
Total	1.80	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	0.00	840	840	0.03	0.01	0.00	842
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.01	0.01	0.03	0.03	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	5.71	5.71	< 0.005	< 0.005	0.00	5.73
Emergency Generator	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	0.05	0.04	0.11	0.10	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	19.0	19.0	< 0.005	< 0.005	0.00	19.1

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
Clearing	Site Preparation	10/22/2025	10/28/2025	5.00	5.00	5
Earthwork	Grading	10/29/2025	11/20/2025	5.00	17.0	15
Export/Remediation	Grading	11/21/2025	5/5/2026	5.00	118	110
Import	Grading	5/6/2026	9/24/2026	5.00	102	96
Rough Grading	Grading	9/25/2026	11/2/2026	5.00	27.0	27
Site Work Fine Grading	Grading	3/25/2027	4/9/2027	5.00	12.0	10
Vertical Construction	Building Construction	11/3/2026	3/24/2027	5.00	102	94
Building Construction	Building Construction	4/10/2027	8/18/2027	5.00	93.0	90
Paving	Paving	8/19/2027	9/2/2027	5.00	11.0	11
Architectural Coating	Architectural Coating	8/19/2027	10/6/2027	5.00	35.0	11

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

Clearing	Dumpers/Tenders	Diesel	Tier 4 Final	4.00	8.00	16.0	0.38
Clearing	Crawler Tractors	Diesel	Tier 4 Final	2.00	8.00	275	0.37
Earthwork	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	405	0.40
Earthwork	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	215	0.40
Earthwork	Scrapers	Diesel	Tier 3	4.00	8.00	600	0.48
Export/Remediation	Excavators	Diesel	Tier 3	1.00	8.00	158	0.38
Export/Remediation	Other Construction Equipment	Diesel	Tier 3	1.00	8.00	172	0.42
Export/Remediation	Crawler Tractors	Diesel	Tier 3	1.00	8.00	97.0	0.37
Import	Dumpers/Tenders	Diesel	Tier 4 Final	61.0	8.00	16.0	0.38
Import	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	405	0.40
Import	Sweepers/Scrubbers	Diesel	Tier 4 Final	1.00	8.00	64.0	0.46
Rough Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	238	0.41
Rough Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	405	0.40
Rough Grading	Scrapers	Diesel	Tier 3	1.00	8.00	330	0.48
Rough Grading	Scrapers	Diesel	Tier 3	6.00	8.00	600	0.48
Site Work Fine Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	180	0.41
Site Work Fine Grading	Rollers	Diesel	Tier 4 Final	1.00	8.00	80.0	0.38
Site Work Fine Grading	Scrapers	Diesel	Tier 3	1.00	8.00	330	0.48
Site Work Fine Grading	Skid Steer Loaders	Diesel	Tier 4 Final	2.00	8.00	65.0	0.37
Site Work Fine Grading	Crawler Tractors	Diesel	Tier 4 Final	1.00	8.00	250	0.37
Vertical Construction	Graders	Diesel	Tier 4 Final	1.00	8.00	238	0.41
Vertical Construction	Rollers	Diesel	Tier 4 Final	1.00	8.00	80.0	0.38
Vertical Construction	Scrapers	Diesel	Tier 3	2.00	8.00	330	0.48
Vertical Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	275	0.37

Building Construction	Cranes	Diesel	Tier 3	2.00	8.00	231	0.29
Building Construction	Forklifts	Diesel	Tier 3	5.00	8.00	89.0	0.20
Building Construction	Generator Sets	Diesel	Tier 3	2.00	8.00	84.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 3	5.00	8.00	97.0	0.37
Building Construction	Welders	Diesel	Tier 3	2.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 3	2.00	8.00	130	0.42
Paving	Paving Equipment	Diesel	Tier 3	2.00	8.00	132	0.36
Paving	Rollers	Diesel	Tier 3	2.00	8.00	80.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 3	1.00	8.00	78.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Clearing	Dumpers/Tenders	Diesel	Tier 4 Final	4.00	8.00	16.0	0.38
Clearing	Crawler Tractors	Diesel	Tier 4 Final	2.00	8.00	275	0.37
Earthwork	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	405	0.40
Earthwork	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	215	0.40
Earthwork	Scrapers	Diesel	Tier 3	4.00	8.00	600	0.48
Export/Remediation	Excavators	Diesel	Tier 3	1.00	8.00	158	0.38
Export/Remediation	Other Construction Equipment	Diesel	Tier 3	1.00	8.00	172	0.42
Export/Remediation	Crawler Tractors	Diesel	Tier 3	1.00	8.00	97.0	0.37
Import	Dumpers/Tenders	Diesel	Tier 4 Final	61.0	8.00	16.0	0.38
Import	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	405	0.40
Import	Sweepers/Scrubbers	Diesel	Tier 4 Final	1.00	8.00	64.0	0.46
Rough Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	238	0.41
Rough Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	405	0.40
Rough Grading	Scrapers	Diesel	Tier 3	1.00	8.00	330	0.48
Rough Grading	Scrapers	Diesel	Tier 3	6.00	8.00	600	0.48

Site Work Fine Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	180	0.41
Site Work Fine Grading	Rollers	Diesel	Tier 4 Final	1.00	8.00	80.0	0.38
Site Work Fine Grading	Scrapers	Diesel	Tier 3	1.00	8.00	330	0.48
Site Work Fine Grading	Skid Steer Loaders	Diesel	Tier 4 Final	2.00	8.00	65.0	0.37
Site Work Fine Grading	Crawler Tractors	Diesel	Tier 4 Final	1.00	8.00	250	0.37
Vertical Construction	Graders	Diesel	Tier 4 Final	1.00	8.00	238	0.41
Vertical Construction	Rollers	Diesel	Tier 4 Final	1.00	8.00	80.0	0.38
Vertical Construction	Scrapers	Diesel	Tier 3	2.00	8.00	330	0.48
Vertical Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	275	0.37
Building Construction	Cranes	Diesel	Tier 3	2.00	8.00	231	0.29
Building Construction	Forklifts	Diesel	Tier 3	5.00	8.00	89.0	0.20
Building Construction	Generator Sets	Diesel	Tier 3	2.00	8.00	84.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 3	5.00	8.00	97.0	0.37
Building Construction	Welders	Diesel	Tier 3	2.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 3	2.00	8.00	130	0.42
Paving	Paving Equipment	Diesel	Tier 3	2.00	8.00	132	0.36
Paving	Rollers	Diesel	Tier 3	2.00	8.00	80.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 3	1.00	8.00	78.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Clearing	—	—	—	—

Clearing	Worker	15.0	18.5	LDA,LDT1,LDT2
Clearing	Vendor	1.00	10.2	HHDT,MHDT
Clearing	Hauling	0.00	20.0	HHDT
Clearing	Onsite truck	—	—	HHDT
Earthwork	—	—	—	—
Earthwork	Worker	15.0	18.5	LDA,LDT1,LDT2
Earthwork	Vendor	4.00	10.2	HHDT,MHDT
Earthwork	Hauling	0.00	20.0	HHDT
Earthwork	Onsite truck	—	—	HHDT
Export/Remediation	—	—	—	—
Export/Remediation	Worker	7.50	18.5	LDA,LDT1,LDT2
Export/Remediation	Vendor	30.0	10.2	HHDT,MHDT
Export/Remediation	Hauling	5.30	20.0	HHDT
Export/Remediation	Onsite truck	—	—	HHDT
Import	—	—	—	—
Import	Worker	158	18.5	LDA,LDT1,LDT2
Import	Vendor	26.0	10.2	HHDT,MHDT
Import	Hauling	368	20.0	HHDT
Import	Onsite truck	—	—	HHDT
Rough Grading	—	—	—	—
Rough Grading	Worker	22.5	18.5	LDA,LDT1,LDT2
Rough Grading	Vendor	7.00	10.2	HHDT,MHDT
Rough Grading	Hauling	0.00	20.0	HHDT
Rough Grading	Onsite truck	—	—	HHDT
Site Work Fine Grading	—	—	—	—
Site Work Fine Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Site Work Fine Grading	Vendor	3.00	10.2	HHDT,MHDT
Site Work Fine Grading	Hauling	0.00	20.0	HHDT

Site Work Fine Grading	Onsite truck	—	—	HHDT
Vertical Construction	—	—	—	—
Vertical Construction	Worker	169	18.5	LDA,LDT1,LDT2
Vertical Construction	Vendor	26.0	10.2	HHDT,MHDT
Vertical Construction	Hauling	0.00	20.0	HHDT
Vertical Construction	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	169	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	24.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	3.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	67.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	9.00	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Clearing	—	—	—	—
Clearing	Worker	15.0	18.5	LDA,LDT1,LDT2
Clearing	Vendor	1.00	10.2	HHDT,MHDT
Clearing	Hauling	0.00	20.0	HHDT

Clearing	Onsite truck	—	—	HHDT
Earthwork	—	—	—	—
Earthwork	Worker	15.0	18.5	LDA,LDT1,LDT2
Earthwork	Vendor	4.00	10.2	HHDT,MHDT
Earthwork	Hauling	0.00	20.0	HHDT
Earthwork	Onsite truck	—	—	HHDT
Export/Remediation	—	—	—	—
Export/Remediation	Worker	7.50	18.5	LDA,LDT1,LDT2
Export/Remediation	Vendor	30.0	10.2	HHDT,MHDT
Export/Remediation	Hauling	5.30	20.0	HHDT
Export/Remediation	Onsite truck	—	—	HHDT
Import	—	—	—	—
Import	Worker	158	18.5	LDA,LDT1,LDT2
Import	Vendor	26.0	10.2	HHDT,MHDT
Import	Hauling	368	20.0	HHDT
Import	Onsite truck	—	—	HHDT
Rough Grading	—	—	—	—
Rough Grading	Worker	22.5	18.5	LDA,LDT1,LDT2
Rough Grading	Vendor	7.00	10.2	HHDT,MHDT
Rough Grading	Hauling	0.00	20.0	HHDT
Rough Grading	Onsite truck	—	—	HHDT
Site Work Fine Grading	—	—	—	—
Site Work Fine Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Site Work Fine Grading	Vendor	3.00	10.2	HHDT,MHDT
Site Work Fine Grading	Hauling	0.00	20.0	HHDT
Site Work Fine Grading	Onsite truck	—	—	HHDT
Vertical Construction	—	—	—	—
Vertical Construction	Worker	169	18.5	LDA,LDT1,LDT2

Vertical Construction	Vendor	26.0	10.2	HHDT,MHDT
Vertical Construction	Hauling	0.00	20.0	HHDT
Vertical Construction	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	169	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	24.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	3.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	67.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	9.00	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	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	0.00	0.00	604,550	201,517	57,682

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Clearing	—	—	5.00	0.00	—
Earthwork	—	—	85.0	0.00	—
Export/Remediation	—	5,000	59.0	0.00	—
Import	300,000	—	51.0	0.00	—
Rough Grading	—	—	216	0.00	—
Site Work Fine Grading	—	—	24.0	0.00	—
Paving	0.00	0.00	0.00	0.00	22.1

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
Refrigerated Warehouse-No Rail	0.00	0%
Parking Lot	5.67	100%
Other Asphalt Surfaces	16.4	100%
User Defined Industrial	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O

2025	0.00	349	0.03	< 0.005
2026	0.00	346	0.03	< 0.005
2027	0.00	346	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
Unrefrigerated Warehouse-No Rail	70.0	60.2	59.5	24,493	2,138	1,839	1,817	748,027
Refrigerated Warehouse-No Rail	30.0	17.1	16.4	9,566	848	484	464	270,433
Parking Lot	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
User Defined Industrial	2,324	1,970	1,951	810,329	21,090	17,883	17,703	7,354,111

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	70.0	60.2	59.5	24,493	2,138	1,839	1,817	748,027
Refrigerated Warehouse-No Rail	30.0	17.1	16.4	9,566	848	484	464	270,433
Parking Lot	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
User Defined Industrial	2,324	1,970	1,951	810,329	21,090	17,883	17,703	7,354,111

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

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)
0	0.00	604,550	201,517	57,682

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)

Unrefrigerated Warehouse-No Rail	1,697,708	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	779,382	346	0.0330	0.0040	0.00
Parking Lot	216,359	346	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	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)
Unrefrigerated Warehouse-No Rail	1,631,916	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	779,382	346	0.0330	0.0040	0.00
Parking Lot	216,359	346	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	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)
Unrefrigerated Warehouse-No Rail	83,881,313	3,979,055
Refrigerated Warehouse-No Rail	9,320,069	442,111
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00
User Defined Industrial	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	83,881,313	3,979,055
Refrigerated Warehouse-No Rail	9,320,069	442,111
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00
User Defined Industrial	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	341	—
Refrigerated Warehouse-No Rail	37.9	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—
User Defined Industrial	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	341	—
Refrigerated Warehouse-No Rail	37.9	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—
User Defined Industrial	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
Refrigerated Warehouse-No Rail	Cold storage	User Defined	150	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	User Defined	150	7.50	7.50	7.50	25.0

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
Fire Pump	Diesel	1.00	1.00	50.0	300	0.73
Emergency Generator	Diesel	1.00	1.00	50.0	700	0.73

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	4.89	annual days of extreme heat
Extreme Precipitation	4.25	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	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	1	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	1	1	1	2
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	24.9
AQ-PM	77.1
AQ-DPM	42.0
Drinking Water	29.9
Lead Risk Housing	65.4
Pesticides	66.7
Toxic Releases	98.1
Traffic	72.2
Effect Indicators	—
CleanUp Sites	81.6
Groundwater	90.1
Haz Waste Facilities/Generators	97.8
Impaired Water Bodies	0.00
Solid Waste	80.6
Sensitive Population	—
Asthma	19.8
Cardio-vascular	32.0
Low Birth Weights	70.2
Socioeconomic Factor Indicators	—
Education	17.2
Housing	22.1
Linguistic	39.8
Poverty	18.2
Unemployment	48.3

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	82.07365584
Employed	83.35685872
Median HI	84.17810856
Education	—
Bachelor's or higher	71.73104068
High school enrollment	100
Preschool enrollment	87.91222892
Transportation	—
Auto Access	72.44963429
Active commuting	21.35249583
Social	—
2-parent households	89.99101758
Voting	76.90234826
Neighborhood	—
Alcohol availability	63.86500706
Park access	81.35506224
Retail density	45.11741306
Supermarket access	56.5635827
Tree canopy	47.87629924
Housing	—
Homeownership	66.77787758
Housing habitability	90.5812909
Low-inc homeowner severe housing cost burden	93.19902477
Low-inc renter severe housing cost burden	90.14500192
Uncrowded housing	43.11561658
Health Outcomes	—

Insured adults	78.54484794
Arthritis	45.8
Asthma ER Admissions	79.0
High Blood Pressure	49.4
Cancer (excluding skin)	19.8
Asthma	92.9
Coronary Heart Disease	51.0
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	62.8
Life Expectancy at Birth	36.9
Cognitively Disabled	50.3
Physically Disabled	76.0
Heart Attack ER Admissions	74.5
Mental Health Not Good	84.7
Chronic Kidney Disease	73.0
Obesity	88.9
Pedestrian Injuries	53.9
Physical Health Not Good	73.7
Stroke	64.5
Health Risk Behaviors	—
Binge Drinking	75.2
Current Smoker	83.5
No Leisure Time for Physical Activity	71.9
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	59.5
Elderly	36.3

English Speaking	52.9
Foreign-born	49.0
Outdoor Workers	54.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	24.5
Traffic Density	54.0
Traffic Access	87.4
Other Indices	—
Hardship	26.4
Other Decision Support	—
2016 Voting	63.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	55.0
Healthy Places Index Score for Project Location (b)	88.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
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	Project info taken from site plan
Operations: Vehicle Data	Trip Characteristics based on information provided in the Traffic Analysis
Operations: Fleet Mix	Passenger Car Mix estimated based on CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, MCY). Truck Fleet Mix based on 2, 3 and 4 axle trucks
Operations: Architectural Coatings	SCAQMD Rule 1113
Operations: Energy Use	Natural gas will not be utilized
Operations: Refrigerants	As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater. Further, R-404A (the CalEEMod default) is unacceptable for new supermarket and cold storage systems as of 1 January 2019 and 2023, respectively
Construction: Construction Phases	Construction schedule provided by Project applicant
Construction: Off-Road Equipment	Construction equipment provided by Project Applicant
Construction: Trips and VMT	CalEEMod only assumes Vendor Trips during Vertical Construction and Building Construction phases. The CalEEMod default trips were ratioed between each phase based on the number of days."
Construction: Architectural Coatings	SCAQMD Rule 1113

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APPENDIX 4.2:

EMFAC 2021

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed	Fuel	Population	VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Los Angeles (SC)	2025	HHDT	Aggregate	Aggregate	Gasoline	38.00970234	2730.114768	0.659261572	659.2615723	1161180.927	2730.114768	7131494.242	6.14	HHDT
Los Angeles (SC)	2025	HHDT	Aggregate	Aggregate	Diesel	53941.61643	6714617.667	1096.961053	1096961.053		6714617.667			
Los Angeles (SC)	2025	HHDT	Aggregate	Aggregate	Electricity	350.9297763	38109.97971	0	0		38109.97971			
Los Angeles (SC)	2025	HHDT	Aggregate	Aggregate	Natural Gas	5971.193469	376036.48	63.56061265	63560.61265		376036.48			
Los Angeles (SC)	2025	LDA	Aggregate	Aggregate	Gasoline	3261717.882	128067964.6	4326.798843	4326798.843	4411967.205	128067964.6	142243405	32.24	LDA
Los Angeles (SC)	2025	LDA	Aggregate	Aggregate	Diesel	8115.47098	234266.2649	5.77506153	5775.06153		234266.2649			
Los Angeles (SC)	2025	LDA	Aggregate	Aggregate	Electricity	193284.3415	9414235.572	0	0		9414235.572			
Los Angeles (SC)	2025	LDA	Aggregate	Aggregate	Plug-in Hybric	98452.19235	4526938.566	79.39330032	79393.30032		4526938.566			
Los Angeles (SC)	2025	LDT1	Aggregate	Aggregate	Gasoline	307303.6162	11174163.84	452.812407	452812.407	453446.8405	11174163.84	11256046.11	24.82	LDT1
Los Angeles (SC)	2025	LDT1	Aggregate	Aggregate	Diesel	107.1360043	2101.61697	0.09123334	91.23333958		2101.61697			
Los Angeles (SC)	2025	LDT1	Aggregate	Aggregate	Electricity	1046.875547	45556.73451	0	0		45556.73451			
Los Angeles (SC)	2025	LDT1	Aggregate	Aggregate	Plug-in Hybric	677.1342963	34223.91571	0.543200163	543.2001627		34223.91571			
Los Angeles (SC)	2025	LDT2	Aggregate	Aggregate	Gasoline	1598846.897	65845213.92	2702.160348	2702160.348	2722312.182	65845213.92	67367143.06	24.75	LDT2
Los Angeles (SC)	2025	LDT2	Aggregate	Aggregate	Diesel	5200.085859	223595.1163	6.948576996	6948.576996		223595.1163			
Los Angeles (SC)	2025	LDT2	Aggregate	Aggregate	Electricity	14017.6954	505882.2277	0	0		505882.2277			
Los Angeles (SC)	2025	LDT2	Aggregate	Aggregate	Plug-in Hybric	16355.85292	792451.7915	13.20325761	13203.25761		792451.7915			
Los Angeles (SC)	2025	LHDT1	Aggregate	Aggregate	Gasoline	123869.9548	4952849.986	357.8993576	357899.3576	484130.8044	4952849.986	7647444.842	15.80	LHDT1
Los Angeles (SC)	2025	LHDT1	Aggregate	Aggregate	Diesel	58715.67018	2596323.511	126.2314468	126231.4468		2596323.511			
Los Angeles (SC)	2025	LHDT1	Aggregate	Aggregate	Electricity	1406.155134	98271.34501	0	0		98271.34501			
Los Angeles (SC)	2025	LHDT2	Aggregate	Aggregate	Gasoline	18894.4929	706862.803	58.68448201	58684.48201	125164.3699	706862.803	1886711.482	15.07	LHDT2
Los Angeles (SC)	2025	LHDT2	Aggregate	Aggregate	Diesel	26698.07852	1155746.821	66.47988792	66479.88792		1155746.821			
Los Angeles (SC)	2025	LHDT2	Aggregate	Aggregate	Electricity	363.0686742	24101.85724	0	0		24101.85724			
Los Angeles (SC)	2025	MCY	Aggregate	Aggregate	Gasoline	150473.4563	988230.8863	23.89776829	23897.76829	23897.76829	988230.8863	988230.8863	41.35	MCY
Los Angeles (SC)	2025	MDV	Aggregate	Aggregate	Gasoline	952282.7935	36302116.46	1830.76438	1830764.38	1855973.468	36302116.46	37711894.29	20.32	MDV
Los Angeles (SC)	2025	MDV	Aggregate	Aggregate	Diesel	11031.50419	427142.2782	17.78163752	17781.63752		427142.2782			
Los Angeles (SC)	2025	MDV	Aggregate	Aggregate	Electricity	15185.9899	547666.3841	0	0		547666.3841			
Los Angeles (SC)	2025	MDV	Aggregate	Aggregate	Plug-in Hybric	9770.106857	434969.1711	7.4274497	7427.4497		434969.1711			
Los Angeles (SC)	2025	MH	Aggregate	Aggregate	Gasoline	14653.52741	147454.4598	30.47047491	30470.47491	36338.87331	147454.4598	205880.1098	5.67	MH
Los Angeles (SC)	2025	MH	Aggregate	Aggregate	Diesel	5521.467554	58425.64998	5.868398404	5868.398404		58425.64998			
Los Angeles (SC)	2025	MHDT	Aggregate	Aggregate	Gasoline	14350.96956	779405.2776	149.5355578	149535.5578	437224.2475	779405.2776	3378237.322	7.73	MHDT
Los Angeles (SC)	2025	MHDT	Aggregate	Aggregate	Diesel	60424.47324	2523668.137	282.3073209	282307.3209		2523668.137			
Los Angeles (SC)	2025	MHDT	Aggregate	Aggregate	Electricity	556.2217861	31387.25683	0	0		31387.25683			
Los Angeles (SC)	2025	MHDT	Aggregate	Aggregate	Natural Gas	931.9857944	43776.65045	5.381368788	5381.368788		43776.65045			
Los Angeles (SC)	2025	OBUS	Aggregate	Aggregate	Gasoline	3574.776306	137680.6627	27.09622544	27096.22544	53416.63406	137680.6627	326343.1493	6.11	OBUS
Los Angeles (SC)	2025	OBUS	Aggregate	Aggregate	Diesel	2154.536699	166927.5847	23.99324793	23993.24793		166927.5847			
Los Angeles (SC)	2025	OBUS	Aggregate	Aggregate	Electricity	19.22602896	1412.471949	0	0		1412.471949			
Los Angeles (SC)	2025	OBUS	Aggregate	Aggregate	Natural Gas	344.2470166	20322.42992	2.327160685	2327.160685		20322.42992			
Los Angeles (SC)	2025	SBUS	Aggregate	Aggregate	Gasoline	1407.566843	61982.31618	6.890584573	6890.584573	20153.09483	61982.31618	131760.7587	6.54	SBUS
Los Angeles (SC)	2025	SBUS	Aggregate	Aggregate	Diesel	1545.162913	30783.48004	4.197055222	4197.055222		30783.48004			
Los Angeles (SC)	2025	SBUS	Aggregate	Aggregate	Electricity	25.60383708	817.4949517	0	0		817.4949517			
Los Angeles (SC)	2025	SBUS	Aggregate	Aggregate	Natural Gas	1561.068871	38177.46755	9.065455038	9065.455038		38177.46755			
Los Angeles (SC)	2025	UBUS	Aggregate	Aggregate	Gasoline	434.3887861	30651.97854	6.643775924	6643.775924	139008.0038	30651.97854	454294.1088	3.27	UBUS
Los Angeles (SC)	2025	UBUS	Aggregate	Aggregate	Diesel	6.356431667	939.4744674	0.16146728	161.4672802		939.4744674			
Los Angeles (SC)	2025	UBUS	Aggregate	Aggregate	Electricity	152.2443728	15265.9648	0	0		15265.9648			
Los Angeles (SC)	2025	UBUS	Aggregate	Aggregate	Natural Gas	3807.336326	407436.691	132.2027606	132202.7606		407436.691			

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2026
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	endar Yhicle Categ	Model Year	Speed	Fuel	Population	Total VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Los Angeles (SC)	2026 HHDT	Aggregate	Aggregate	Gasoline	31.71483174	2530.344681	0.595008255	595.008255	1164069.716	2530.344681	7277084.666	6.25	HHDT
Los Angeles (SC)	2026 HHDT	Aggregate	Aggregate	Diesel	55277.3799	6819808.694	1098.590287	1098590.287		6819808.694			
Los Angeles (SC)	2026 HHDT	Aggregate	Aggregate	Electricity	610.8824182	66680.90118	0	0		66680.90118			
Los Angeles (SC)	2026 HHDT	Aggregate	Aggregate	Natural Gas	6222.084708	388064.7258	64.88442099	64884.42099		388064.7258			
Los Angeles (SC)	2026 LDA	Aggregate	Aggregate	Gasoline	3219652.786	125598332.2	4156.999113	4156999.113	4242481.146	125598332.2	140494683.9	33.12	LDA
Los Angeles (SC)	2026 LDA	Aggregate	Aggregate	Diesel	7348.716503	212062.0866	5.149764542	5149.764542		212062.0866			
Los Angeles (SC)	2026 LDA	Aggregate	Aggregate	Electricity	209865.581	10019447.29	0	0		10019447.29			
Los Angeles (SC)	2026 LDA	Aggregate	Aggregate	Plug-in Hybric	103430.6361	4664842.379	80.33226876	80332.26876		4664842.379			
Los Angeles (SC)	2026 LDT1	Aggregate	Aggregate	Gasoline	303121.7183	10988219.26	436.9194811	436919.4811	437683.1643	10988219.26	11090768.71	25.34	LDT1
Los Angeles (SC)	2026 LDT1	Aggregate	Aggregate	Diesel	88.7979738	1718.50539	0.074204054	74.20405391		1718.50539			
Los Angeles (SC)	2026 LDT1	Aggregate	Aggregate	Electricity	1265.851297	56656.04808	0	0		56656.04808			
Los Angeles (SC)	2026 LDT1	Aggregate	Aggregate	Plug-in Hybric	890.9485459	44174.8973	0.689479092	689.4790918		44174.8973			
Los Angeles (SC)	2026 LDT2	Aggregate	Aggregate	Gasoline	1632990.627	66847121.76	2677.276355	2677276.355	2698876.906	66847121.76	68582011.91	25.41	LDT2
Los Angeles (SC)	2026 LDT2	Aggregate	Aggregate	Diesel	5437.834714	230831.6694	7.025538956	7025.538956		230831.6694			
Los Angeles (SC)	2026 LDT2	Aggregate	Aggregate	Electricity	17319.28615	613691.4866	0	0		613691.4866			
Los Angeles (SC)	2026 LDT2	Aggregate	Aggregate	Plug-in Hybric	18786.14155	890366.9989	14.57501217	14575.01217		890366.9989			
Los Angeles (SC)	2026 LHDT1	Aggregate	Aggregate	Gasoline	123929.2199	4960391.725	351.17062	351170.62	481998.3017	4960391.725	7842646.775	16.27	LHDT1
Los Angeles (SC)	2026 LHDT1	Aggregate	Aggregate	Diesel	61552.22012	2704306.099	130.8276817	130827.6817		2704306.099			
Los Angeles (SC)	2026 LHDT1	Aggregate	Aggregate	Electricity	2671.099104	177948.9511	0	0		177948.9511			
Los Angeles (SC)	2026 LHDT2	Aggregate	Aggregate	Gasoline	18802.30269	702537.4457	57.21721911	57217.21911	126318.5559	702537.4457	1956182.403	15.49	LHDT2
Los Angeles (SC)	2026 LHDT2	Aggregate	Aggregate	Diesel	28207.89186	1209848.539	69.10133677	69101.33677		1209848.539			
Los Angeles (SC)	2026 LHDT2	Aggregate	Aggregate	Electricity	691.3171043	43796.419	0	0		43796.419			
Los Angeles (SC)	2026 MCY	Aggregate	Aggregate	Gasoline	153887.3138	1005181.469	24.23505076	24235.05076	24235.05076	1005181.469	1005181.469	41.48	MCY
Los Angeles (SC)	2026 MDV	Aggregate	Aggregate	Gasoline	964398.5458	36646219.44	1803.349906	1803349.906	1829186.939	36646219.44	38233993.02	20.90	MDV
Los Angeles (SC)	2026 MDV	Aggregate	Aggregate	Diesel	11199.92317	428851.9709	17.49813003	17498.13003		428851.9709			
Los Angeles (SC)	2026 MDV	Aggregate	Aggregate	Electricity	18645.2319	659895.0843	0	0		659895.0843			
Los Angeles (SC)	2026 MDV	Aggregate	Aggregate	Plug-in Hybric	11391.54804	499026.5259	8.338902977	8338.902977		499026.5259			
Los Angeles (SC)	2026 MH	Aggregate	Aggregate	Gasoline	14307.03368	146047.5722	30.18050526	30180.50526	36235.25834	146047.5722	206291.2031	5.69	MH
Los Angeles (SC)	2026 MH	Aggregate	Aggregate	Diesel	5685.026918	60243.63088	6.054753085	6054.753085		60243.63088			
Los Angeles (SC)	2026 MHDT	Aggregate	Aggregate	Gasoline	14018.64483	760040.5963	144.2836857	144283.6857	432346.7032	760040.5963	3398646.229	7.86	MHDT
Los Angeles (SC)	2026 MHDT	Aggregate	Aggregate	Diesel	61381.38023	2536950.689	282.4978542	282497.8542		2536950.689			
Los Angeles (SC)	2026 MHDT	Aggregate	Aggregate	Electricity	1016.757423	56341.7981	0	0		56341.7981			
Los Angeles (SC)	2026 MHDT	Aggregate	Aggregate	Natural Gas	983.1551606	45313.1448	5.565163339	5565.163339		45313.1448			
Los Angeles (SC)	2026 OBUS	Aggregate	Aggregate	Gasoline	3466.029388	130669.0411	25.46693943	25466.93943	51620.84435	130669.0411	320927.8184	6.22	OBUS
Los Angeles (SC)	2026 OBUS	Aggregate	Aggregate	Diesel	2204.359751	167083.6645	23.79556615	23795.56615		167083.6645			
Los Angeles (SC)	2026 OBUS	Aggregate	Aggregate	Electricity	32.17174938	2316.377191	0	0		2316.377191			
Los Angeles (SC)	2026 OBUS	Aggregate	Aggregate	Natural Gas	358.9603738	20858.73557	2.358338765	2358.338765		20858.73557			
Los Angeles (SC)	2026 SBUS	Aggregate	Aggregate	Gasoline	1439.394428	63136.50277	6.985775097	6985.775097	20245.30514	63136.50277	133175.7822	6.58	SBUS
Los Angeles (SC)	2026 SBUS	Aggregate	Aggregate	Diesel	1484.919634	29449.64017	4.00274451	4002.74451		29449.64017			
Los Angeles (SC)	2026 SBUS	Aggregate	Aggregate	Electricity	43.7276656	1385.007139	0	0		1385.007139			
Los Angeles (SC)	2026 SBUS	Aggregate	Aggregate	Natural Gas	1619.758995	39204.63215	9.256785533	9256.785533		39204.63215			
Los Angeles (SC)	2026 UBUS	Aggregate	Aggregate	Gasoline	435.2433216	30711.79502	6.645484972	6645.484972	138225.3819	30711.79502	455208.2004	3.29	UBUS
Los Angeles (SC)	2026 UBUS	Aggregate	Aggregate	Diesel	6.30137858	935.3704801	0.161043189	161.0431889		935.3704801			
Los Angeles (SC)	2026 UBUS	Aggregate	Aggregate	Electricity	172.837956	17147.4887	0	0		17147.4887			
Los Angeles (SC)	2026 UBUS	Aggregate	Aggregate	Natural Gas	3794.807103	406413.5462	131.4188537	131418.8537		406413.5462			

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2027
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	endar Yhicle Categ	Model Year	Speed	Fuel	Population	Total VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Los Angeles (SC)	2027 HHDT	Aggregate	Aggregate	Gasoline	28.46043311	2392.872562	0.550702282	550.7022818	1164600.43	2392.872562	7425699.004	6.38	HHDT
Los Angeles (SC)	2027 HHDT	Aggregate	Aggregate	Diesel	56384.30241	6917995.933	1098.556913	1098556.913		6917995.933			
Los Angeles (SC)	2027 HHDT	Aggregate	Aggregate	Electricity	980.6476537	107461.5922	0	0		107461.5922			
Los Angeles (SC)	2027 HHDT	Aggregate	Aggregate	Natural Gas	6429.376629	397848.6065	65.49281424	65492.81424		397848.6065			
Los Angeles (SC)	2027 LDA	Aggregate	Aggregate	Gasoline	3179092.826	123505266.4	4009.438092	4009438.092	4095082.03	123505266.4	139100776.7	33.97	LDA
Los Angeles (SC)	2027 LDA	Aggregate	Aggregate	Diesel	6534.724386	191083.9151	4.56398353	4563.98353		191083.9151			
Los Angeles (SC)	2027 LDA	Aggregate	Aggregate	Electricity	226006.5991	10613840.63	0	0		10613840.63			
Los Angeles (SC)	2027 LDA	Aggregate	Aggregate	Plug-in Hybric	107928.2631	4790585.814	81.07995446	81079.95446		4790585.814			
Los Angeles (SC)	2027 LDT1	Aggregate	Aggregate	Gasoline	299305.2204	10834971.77	422.9642527	422964.2527	423856.1927	10834971.77	10961385.3	25.86	LDT1
Los Angeles (SC)	2027 LDT1	Aggregate	Aggregate	Diesel	45.23949508	892.2827514	0.037128442	37.12844208		892.2827514			
Los Angeles (SC)	2027 LDT1	Aggregate	Aggregate	Electricity	1533.530787	70048.26106	0	0		70048.26106			
Los Angeles (SC)	2027 LDT1	Aggregate	Aggregate	Plug-in Hybric	1135.428964	55472.98057	0.854811555	854.8115555		55472.98057			
Los Angeles (SC)	2027 LDT2	Aggregate	Aggregate	Gasoline	1666211.776	67880593.69	2659.957346	2659957.346	2683058.295	67880593.69	69838287.02	26.03	LDT2
Los Angeles (SC)	2027 LDT2	Aggregate	Aggregate	Diesel	5647.118826	237466.0947	7.099804527	7099.804527		237466.0947			
Los Angeles (SC)	2027 LDT2	Aggregate	Aggregate	Electricity	20892.07314	727697.1044	0	0		727697.1044			
Los Angeles (SC)	2027 LDT2	Aggregate	Aggregate	Plug-in Hybric	21318.0193	992530.1388	16.00114517	16001.14517		992530.1388			
Los Angeles (SC)	2027 LHDT1	Aggregate	Aggregate	Gasoline	123790.2824	4944074.819	343.253308	343253.308	477458.955	4944074.819	8024960.505	16.81	LHDT1
Los Angeles (SC)	2027 LHDT1	Aggregate	Aggregate	Diesel	64077.47622	2787685.885	134.205647	134205.647		2787685.885			
Los Angeles (SC)	2027 LHDT1	Aggregate	Aggregate	Electricity	4540.547639	293199.8015	0	0		293199.8015			
Los Angeles (SC)	2027 LHDT2	Aggregate	Aggregate	Gasoline	18663.23138	695273.9383	55.5644299	55564.4299	126634.9134	695273.9383	2020334.934	15.95	LHDT2
Los Angeles (SC)	2027 LHDT2	Aggregate	Aggregate	Diesel	29570.22458	1252646.951	71.07048352	71070.48352		1252646.951			
Los Angeles (SC)	2027 LHDT2	Aggregate	Aggregate	Electricity	1178.754467	72414.04476	0	0		72414.04476			
Los Angeles (SC)	2027 MCY	Aggregate	Aggregate	Gasoline	157033.573	1019766.116	24.52211084	24522.11084	24522.11084	1019766.116	1019766.116	41.59	MCY
Los Angeles (SC)	2027 MDV	Aggregate	Aggregate	Gasoline	976608.911	37034848.01	1781.876783	1781876.783	1808380.115	37034848.01	38799546.51	21.46	MDV
Los Angeles (SC)	2027 MDV	Aggregate	Aggregate	Diesel	11332.66965	430680.9504	17.26010389	17260.10389		430680.9504			
Los Angeles (SC)	2027 MDV	Aggregate	Aggregate	Electricity	22186.78667	771017.0637	0	0		771017.0637			
Los Angeles (SC)	2027 MDV	Aggregate	Aggregate	Plug-in Hybric	13026.49459	563000.4861	9.243228581	9243.228581		563000.4861			
Los Angeles (SC)	2027 MH	Aggregate	Aggregate	Gasoline	14005.69734	144781.4642	29.92997464	29929.97464	36143.18767	144781.4642	206641.5616	5.72	MH
Los Angeles (SC)	2027 MH	Aggregate	Aggregate	Diesel	5836.820009	61860.09744	6.213213033	6213.213033		61860.09744			
Los Angeles (SC)	2027 MHDT	Aggregate	Aggregate	Gasoline	13674.91053	739072.9664	138.9224355	138922.4355	426562.581	739072.9664	3420666.835	8.02	MHDT
Los Angeles (SC)	2027 MHDT	Aggregate	Aggregate	Diesel	62151.43046	2541697.739	281.9342075	281934.2075		2541697.739			
Los Angeles (SC)	2027 MHDT	Aggregate	Aggregate	Electricity	1706.137105	93290.7971	0	0		93290.7971			
Los Angeles (SC)	2027 MHDT	Aggregate	Aggregate	Natural Gas	1030.856303	46605.33254	5.705938052	5705.938052		46605.33254			
Los Angeles (SC)	2027 OBUS	Aggregate	Aggregate	Gasoline	3356.977295	123908.583	23.90263812	23902.63812	49854.25296	123908.583	316117.7337	6.34	OBUS
Los Angeles (SC)	2027 OBUS	Aggregate	Aggregate	Diesel	2251.051352	167338.1278	23.57468951	23574.68951		167338.1278			
Los Angeles (SC)	2027 OBUS	Aggregate	Aggregate	Electricity	51.09363126	3625.308364	0	0		3625.308364			
Los Angeles (SC)	2027 OBUS	Aggregate	Aggregate	Natural Gas	371.9283173	21245.71448	2.376925334	2376.925334		21245.71448			
Los Angeles (SC)	2027 SBUS	Aggregate	Aggregate	Gasoline	1466.79361	64088.6419	7.059930766	7059.930766	20288.45825	64088.6419	134531.9473	6.63	SBUS
Los Angeles (SC)	2027 SBUS	Aggregate	Aggregate	Diesel	1416.231608	28030.62768	3.79611078	3796.11078		28030.62768			
Los Angeles (SC)	2027 SBUS	Aggregate	Aggregate	Electricity	71.55685635	2257.450349	0	0		2257.450349			
Los Angeles (SC)	2027 SBUS	Aggregate	Aggregate	Natural Gas	1676.629213	40155.22736	9.432416707	9432.416707		40155.22736			
Los Angeles (SC)	2027 UBUS	Aggregate	Aggregate	Gasoline	433.2360292	30482.51385	6.572380998	6572.380998	134064.8238	30482.51385	456123.3104	3.40	UBUS
Los Angeles (SC)	2027 UBUS	Aggregate	Aggregate	Diesel	6.273852036	933.3184865	0.160747972	160.747972		933.3184865			
Los Angeles (SC)	2027 UBUS	Aggregate	Aggregate	Electricity	294.3792467	28836.71203	0	0		28836.71203			
Los Angeles (SC)	2027 UBUS	Aggregate	Aggregate	Natural Gas	3684.164474	395870.766	127.3316948	127331.6948		395870.766			

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