

June 28, 2021

Mr. Joseph Karaki - President
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Anaheim, CA 92807

**Subject: Central Avenue Commercial Retail Project – CEQA Energy Review,
City of Lake Elsinore, CA (Updated 6/28/2021)**

Dear Mr. Karaki:

MD Acoustics, LLC (MD) has completed a CEQA energy review for the proposed Central Avenue Commercial Retail Project located at Central Avenue (Hwy 74) and Allan Street in an unincorporated area of the County of Riverside within the Sphere of Influence of the City of Lake Elsinore, California. The project proposes to develop the site with three buildings: Building A consists of 4,050 square feet of convenience market, Building B consists of 3,525 square feet of retail/fast-food with drive-through (includes 1,510 square feet of fast-food restaurant with drive-through and 2,015 square feet of retail use), and Building C consists of 4,425 square feet of retail/office space (includes a 1,400 square foot second floor office space) on approximately 1.27 acres.¹ The site is also to include a parking lot with 61 parking stalls.

1.0 Existing Energy Conditions

Overview

California's estimated annual energy use as of 2019 included:

- Approximately 277,704 gigawatt hours of electricity;²
- Approximately 2,154,030 million cubic feet of natural gas per year (for the year 2018)³;and
- Approximately 23.2 billion gallons of transportation fuel (for the year 2015)⁴.

As of 2019, the year of most recent data currently available by the United States Energy Information Administration (EIA), energy use in California by demand sector was:

- Approximately 39.4 percent transportation;
- Approximately 23.1 percent industrial;
- Approximately 18.7 percent residential; and

¹ The site consists of 2.39 acres, with an area of disturbance consisting of 1.27 acres.

² California Energy Commission. Energy Almanac. Total Electric Generation. [Online] 2020.

<https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2019-total-system-electric-generation>.

³ Natural Gas Consumption by End Use. U.S. Energy Information Administration. [Online] August 31, 2020.

https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm.

⁴ California Energy Commission. Revised Transportation Energy Demand Forecast 2018-2030. [Online] April 19, 2018. <https://www.energy.ca.gov/assessments/>

- Approximately 18.8 percent commercial.⁵

California's electricity in-state generation system generates approximately 200,475 gigawatt-hours each year. In 2019, California produced approximately 72 percent of the electricity it uses; the rest was imported from the Pacific Northwest (approximately 9 percent) and the U.S. Southwest (approximately 19 percent). Natural gas is the main source for electricity generation at approximately 42.97 percent of the total in-state electric generation system power as shown in Table 1.

Table 1: Total Electricity System Power (California 2019)

Fuel Type	California In-State Generation (GWh)	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Percent of Imports	California Power Mix (GWh)	Percent California Power Mix
Coal	248	0.12%	219	7,765	7,985	10.34%	8,233	2.96%
Natural Gas	86,136	42.97%	62	8,859	8,921	11.55%	95,057	34.23%
Nuclear	16,163	8.06%	39	8,743	8,782	11.37%	24,945	8.98%
Oil	36	0.02%	0	0	0	0.00%	36	0.01%
Other (Petroleum Coke/Waste Heat)	411	0.20%	0	11	11	0.01%	422	0.15%
Large Hydro	33,145	16.53%	6,387	1,071	7,458	9.66%	40,603	14.62%
Unspecified Sources of Power	0	0.00%	6,609	13,767	20,376	26.38%	20,376	7.34%
Renewables	64,336	32.09%	10,615	13,081	23,696	30.68%	88,032	31.70%
Biomass	5,851	2.92%	903	33	936	1.21%	6,787	2.44%
Geothermal	10,943	5.46%	99	2,218	2,318	3.00%	13,260	4.77%
Small Hydro	5,349	2.67%	292	4	296	0.38%	5,646	2.03%
Solar	28,513	14.22%	282	5,295	5,577	7.22%	34,090	12.28%
Wind	13,680	6.82%	9,038	5,531	14,569	18.87%	28,249	10.17%
Total	200,475	100.00%	23,930	53,299	77,229	100.00%	277,704	100.00%

Notes:

¹ Source: California Energy Commission. 2019 Total System electric Generation. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2019-total-system-electric-generation>

A 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:

- California was the seventh-largest producer of crude oil among the 50 states in 2019, and, as of January 2020, it ranked third in oil refining capacity. Foreign suppliers, led by Saudi Arabia, Iraq, Ecuador, and Colombia, provided more than half of the crude oil refined in California in 2019. California is the largest consumer of both jet fuel and motor gasoline among the 50 states and accounted for 17% of the nation’s jet fuel consumption and 11% of motor gasoline consumption in 2019. The state is the second-largest consumer of all petroleum products combined, accounting for 10% of the U.S. total. In 2018, California's energy consumption was second-highest among the states, but its per capita energy consumption was the fourth-lowest due in part to its mild climate and its

⁵U.S. Energy Information Administration. California Energy Consumption by End-Use Sector. California State Profile and Energy Estimates. [Online] June 25, 2021 <https://www.eia.gov/state/?sid=CA#tabs-2>

energy efficiency programs. In 2019, California was the nation’s top producer of electricity from solar, geothermal, and biomass energy, and the state was second in the nation in conventional hydroelectric power generation. In 2019, California was the fourth-largest electricity producer in the nation, but the state was also the nation’s largest importer of electricity and received about 28% of its electricity supply from generating facilities outside of California, including imports from Mexico.⁶

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

Electricity

Electricity would be provided to the project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons, within a service area encompassing approximately 50,000 square miles.⁷ 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.⁸ Table 2 identifies SCE’s specific proportional shares of electricity sources in 2019.

Table 2: SCE 2019 Power Content Mix

Energy Resources	2019 SCE Power Mix
Eligible Renewable	35%
Biomass & Waste	1%
Geothermal	6%
Eligible Hydroelectric	1%
Solar	16%
Wind	12%
Coal	0%
Large Hydroelectric	8%
Natural Gas	16%
Nuclear	8%
Other	0%
Unspecified Sources of power*	33%
Total	100%

Notes:

¹https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf

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

⁶State Profile and Energy Estimates. Independent Statistics and Analysis. [Online] [Cited: January 16, 2020.] <http://www.eia.gov/state/?sid=CA#tabs2>.

⁷ <https://www.sce.com/about-us/who-we-are/leadership/our-service-territory>

⁸ California Energy Commission. Utility Energy Supply plans from 2015. https://www.energy.ca.gov/almanac/electricity_data/supply_forms.html

Natural Gas

Natural gas would be provided to the project by Southern California Gas (SoCalGas). The following summary of natural gas resources and service providers, delivery systems, and associated regulation is excerpted from information provided by the California Public Utilities Commission (CPUC).

The CPUC regulates natural gas utility service for approximately 11 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 investor-owned natural gas utilities. The CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

The vast majority of California's natural gas customers are residential and small commercial 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%.

The PUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2017, for example, California utility customers received 38% of their natural gas supply from basins located in the U.S. Southwest, 27% from Canada, 27% from the U.S. Rocky Mountain area, and 8% from production located in California.”⁹

Transportation Energy Resources

The project would attract additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially-provided commodities and would be available to the project patrons and employees via commercial outlets.

The most recent data available shows the transportation sector emits 40 percent of the total greenhouse gases in the state and about 84 percent of smog-forming oxides of nitrogen (NOx).^{10,11} About 28 percent of total United States energy consumption in 2019 was for transporting people and goods from one place to another. In 2019, petroleum comprised about 91 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels.¹² In 2020, about 123.49 billion gallons (or about 2.94 billion

⁹California Public Utilities Commission. Natural Gas and California. http://www.cpuc.ca.gov/natural_gas/

¹⁰CARB. California Greenhouse Gas Emissions Inventory 2000-2018 -2020 Edition. <https://www.arb.ca.gov/cc/inventory/data/data.htm>

¹¹CARB. 2016 SIP Emission Projection Data. https://www.arb.ca.gov/app/emsinv/2017/emseic1_query.php?F_DIV=-4&F_YR=2012&F_SEASON=A&SP=SIP105ADJ&F_AREA=CA

¹² US Energy Information Administration. Use of Energy in the United States Explained: Energy Use for Transportation. https://www.eia.gov/energyexplained/?page=us_energy_transportation

barrels) of [finished motor gasoline](#) were [consumed](#) in the United States, an average of about 337 million gallons (or about 8.03 million barrels) per day.¹³

2.0 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 are three federal agencies with substantial influence over energy policies and programs. On the state level, the PUC and the California Energy Commissions (CEC) are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

Federal Regulations

Corporate Average Fuel Economy (CAFE) Standards

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the “maximum feasible level” with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.¹⁴

Issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020), the Safer Affordable Fuel-Efficient Vehicles Rule would maintain the CAFE and CO2 standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO2 standards for model year 2020 are 43.7 mpg and 204 grams of CO2 per mile for passenger cars and 31.3 mpg and 284 grams of CO2 per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012.¹⁵

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal 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.

The Transportation Equity Act of the 21st Century (TEA-21)

¹³ <https://www.eia.gov/tools/faqs/faq.php?id=23&t=10>

¹⁴ <https://www.nhtsa.gov/lawsregulations/corporate-average-fuel-economy>.

¹⁵ National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA), 2018. Federal Register / Vol. 83, No. 165 / Friday, August 24, 2018 / Proposed Rules, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks 2018. Available at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule>.

The Transportation Equity Act for the 21st Century (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.

State Regulations

Integrated Energy Policy Report (IEPR)

Senate Bill 1389 requires the California Energy Commission (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. The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2019 Integrated Energy Policy Report (2019 IEPR) was adopted February 20, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2019 IEPR focuses on a variety of topics such as decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast.¹⁶

The 2020 IEPR was adopted March 23, 2021 and identifies actions the state and others can take to ensure a clean, affordable, and reliable energy system. In 2020, the IEPR focuses on California's transportation future and the transition to zero-emission vehicles, examines microgrids, lessons learned from a decade of state-supported research, and stakeholder feedback on the potential of microgrids to contribute to a lean and resilient energy system; and reports on California's energy demand outlook, updated to reflect the global pandemic and help plan for a growth in zero-emission plug in electric vehicles.¹⁷

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.

¹⁶ California Energy Commission. Final 2019 Integrated Energy Policy Report. February 20, 2020. <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report>

¹⁷ California Energy Commission. Final 2020 Integrated Energy Policy Report. March 23, 2020. <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update>

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 a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

California Building Standards Code (Title 24)

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers.

All buildings for which an application for a building permit is submitted on or after January 1, 2020 must follow the 2019 standards. The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards, whereas the 2019 residential standards are estimated to be approximately 7 percent more efficient than the 2016 standards. Furthermore, once rooftop solar electricity generation is factored in, 2019 residential standards are estimated to be approximately 53 percent more efficient than the 2016 standards. Under the 2019 standards, nonresidential buildings are estimated to be approximately 30 percent more efficient than the 2016 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

California Building Energy Efficiency Standards (Title 24, Part 11)

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2020. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality.

The Department of Housing and Community Development (HCD) updated CALGreen through the 2019 Triennial Code Adoption Cycle. HCD modified the best management practices for stormwater pollution prevention adding Section 5.106.2; added sections 5.106.4.1.3 and 5.106.4.1.5 in regard to bicycle parking; amended section 5.106.5.3.5 allowing future charging spaces to qualify as designated parking for clean air vehicles; updated section 5.303.3.3 in regard to showerhead flow rates; amended section 5.304.1 for outdoor potable water use in landscape areas and repealed sections 5.304.2 and 5.304.3; and updated Section 5.504.5.3 in regard to the use of MERV filters in mechanically ventilated buildings.

Senate Bill 350

Senate Bill 350 (SB 350) was signed into law October 7, 2015, SB 350 increases California’s renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and the greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs). These IRPs will detail how each entity will meet their customers resource needs, reduce greenhouse gas emissions and ramp up the deployment of clean energy resources.

Assembly Bill 32

In 2006 the California State Legislature adopted Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and best management practices that are technologically feasible and cost effective.

Assembly Bill 1493/Pavley Regulations

California Assembly Bill 1493 enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a “waiver” request to the EPA from a portion of the federal Clean Air Act in order to allow the State to set more stringent tailpipe emission standards for CO₂ and other GHG emissions from passenger vehicles and light duty trucks. On December 19, 2007 the EPA announced that it denied the “waiver” request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State’s request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009.

Executive Order S-1-07/Low Carbon Fuel Standard

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State’s GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009 CARB approved the proposed regulation to implement the low carbon fuel standard and began implementation on January 1, 2011. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with

California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Reformulated gasoline mixed with corn-derived ethanol at ten percent by volume and low sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel as appropriate. Compressed natural gas and liquefied natural gas also may be low carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles are also considered as low carbon fuels for the low carbon fuel standard.

Executive Order N-79-20.

Executive Order N-79-20 was signed into law on September 23, 2020 and mandates 100 percent of in-state sales of new passenger cars and trucks be zero-emission by 2035; 100 percent of medium- and heavy-duty vehicles in the state be zero-emission vehicles by 2045 for all operations where feasible and by 2035 for drayage trucks; and to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.

California Air Resources Board

CARB's Advanced Clean Cars Program

Closely associated with the Pavley regulations, the Advanced Clean Cars emissions control program was approved by CARB in 2012. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles for model years 2015–2025. The components of the Advanced Clean Cars program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.¹⁸

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

The Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (Title 13, California Code of Regulations, Division 3, Chapter 10, Section 2435) was adopted to reduce public exposure to diesel particulate matter and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles. This section applies to diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. Reducing idling of diesel-fueled commercial motor vehicles reduces the amount of petroleum-based fuel used by the vehicle.

Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen, and other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles

¹⁸ California Air Resources Board, California's Advanced Clean Cars Program, January 18, 2017. www.arb.ca.gov/msprog/acc/acc.htm.

The Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles (Title 13, California Code of Regulations, Division 3, Chapter 1, Section 2025) was adopted to reduce emissions of diesel particulate matter, oxides of nitrogen (NO_x) and other criteria pollutants from in-use diesel-fueled vehicles. This regulation is phased, with full implementation by 2023. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. The newer emission controlled models would use petroleum-based fuel in a more efficient manner.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375 (SB 375), coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction mandates established in AB 32.

Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a sustainable communities strategy (SCS) or alternate planning strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's sustainable communities strategy or alternate planning strategy for consistency with its assigned targets.

3.0 Evaluation Criteria and Methodology

Evaluation Criteria

CEQA Energy Questions

In compliance with Appendix G of the State CEQA Guidelines, this report analyzes the project's anticipated energy use to determine if the project would:

- a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

In addition, Appendix F of the State CEQA Guidelines 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.

Methodology

Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in the Central Avenue Commercial Retail Project Air Quality and Greenhouse Gas Impact Study (air quality and greenhouse gas analysis) prepared for the proposed project by MD (June 28, 2021), was utilized for this analysis. The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands.

4.0 Energy Review

Construction Energy Demand

The construction schedule is anticipated to begin mid-July 2021 and be completed by mid-December 2021 and be completed in one phase.¹⁹ Staging of construction vehicles and equipment will occur on-site.

Construction Equipment Electricity Usage Estimates

As stated previously, electrical service will be provided by the SCE. 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. Based on the 2017 National Construction Estimator, Richard Pray (2017)²⁰, the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. The project plans to develop the site with three buildings: Building A consists of 4,050 square feet of convenience market, Building B consists of 3,525 square feet of retail/fast-food with drive-through (includes 1,510 square feet of fast-food restaurant with drive-through and 2,015 square feet of retail use), and Building C consists of 4,425 square feet of retail/office space (includes a 1,400 square foot second floor office space) over the course of approximately five months. Based on Table 3, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately \$139.20. Furthermore, as of April 13, 2020, SCE's general service rate schedule (GS-1) is approximately \$0.09 per kWh of electricity.²¹ As shown in Table 3, the total electricity usage from Project construction related activities is estimated to be approximately 1,547 kWh.

¹⁹ Per the project applicant, construction is anticipated to begin August 2021 and be completed by January 2022; however, to be consistent with the opening year (2021) provided in the Traffic Impact Analysis prepared for the proposed project, the air quality and greenhouse gas analysis modeled the project as beginning construction mid-July 2021 and being completed by mid-December 2021.

²⁰ Pray, Richard. 2017 National Construction Estimator. Carlsbad : Craftsman Book Company, 2017.

²¹ Southern California Edison (SCE). Rates & Pricing Choices: General Service/Industrial Rates. https://library.sce.com/content/dam/sce-doclub/public/regulatory/historical/electric/2020/schedules/general-service-&-industrial-rates/ELECTRIC_SCHEDULES_GS-1_2020.pdf

Table 3: Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)	Construction Duration (months)	Total Project Construction Power Cost
\$2.32	12.000	5	\$139.20

Cost per kWh	Total Project Construction Electricity Usage (kWh)
\$0.09	1,547

*Assumes the project will be under the GS-1 General Service rate under SCE.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of approximately 5 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from ~6-7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB’s 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf).
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region.
- Project construction represents a “single-event” for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long term operation.

Using the CalEEMod data input from the air quality and greenhouse gas analysis (MD Acoustics 2021), the project’s construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB’s 2013 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. Table 4 shows the results of the analysis of construction equipment.

<Table 4, next page>

Table 4: Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Site Preparation	2	Tractors/Loaders/Backhoes	1	8	97	0.37	287	31
Grading	4	Graders	1	8	187	0.41	613	133
	4	Rubber Tired Dozers	1	8	247	0.4	790	171
	4	Tractors/Loaders/Backhoes	2	7	97	0.37	502	109
Building Construction	100	Cranes	1	6	231	0.29	402	2,173
	100	Forklifts	2	6	89	0.2	214	1,155
	100	Generator Sets	2	8	84	0.74	995	5,376
	100	Tractors/Loaders/Backhoes	2	6	97	0.37	431	2,328
	100	Welders	3	8	46	0.45	497	2,685
Paving	10	Cement and Mortar Mixers	1	6	9	0.56	30	16
	10	Pavers	1	6	130	0.42	328	177
	10	Paving Equipment	1	8	132	0.36	380	205
	10	Rollers	1	7	80	0.38	213	115
	10	Tractors/Loaders/Backhoes	1	8	97	0.37	287	155
Architectural Coating	10	Air Compressors	1	6	78	0.48	225	121
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								14,950

Notes:

¹Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.
 (Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

As presented in Table 4, project construction activities would consume an estimated 14,950 gallons of diesel fuel. As stated previously, project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 37,132 VMT. Data regarding project related construction worker trips were based on CalEEMod 2020.4.0 model defaults.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analysis (MD Acoustics 2021) using information generated using CARB’s EMFAC model (see Appendix A for details). An aggregate fuel efficiency of 30.13 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. Table 5 shows that an estimated 1,232 gallons of fuel would be consumed for construction worker trips.

<Table 5, next page>

Table 5: Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	2	3	14.7	88	30.13	3
Grading	4	10	14.7	588	30.13	20
Building Construction	100	23	14.7	33,810	30.13	1,122
Paving	10	13	14.7	1,911	30.13	63
Architectural Coating	10	5	14.7	735	30.13	24
Total Construction Worker Fuel Consumption						1,232

Notes:

¹Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Construction Vendor/Hauling Fuel Estimates

Tables 6 and 7 show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 6,930 VMT. Data regarding project related construction worker trips were based on CalEEMod 2020.4.0 model defaults.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during grading would use medium to heavy duty vehicles with an average fuel consumption of 8.93 mpg for medium heavy duty trucks and 6.51 mpg for heavy heavy duty trucks (see Appendix A for details). Tables 6 and 7 show that an estimated 842 gallons of fuel would be consumed for vendor and hauling trips.

Table 6: Construction Vendor Fuel Consumption Estimates (MHD Trucks)¹

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	2	0	6.9	0	8.93	0
Grading	4	0	6.9	0	8.93	0
Building Construction	100	9	6.9	6,210	8.93	695
Paving	10	0	6.9	0	8.93	0
Architectural Coating	10	0	6.9	0	8.93	0
Total Construction Vendor Fuel Consumption						695

Notes:

¹Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

<Table 7, next page>

Table 7: Construction Hauling Fuel Consumption Estimates (HHD Trucks)¹

Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	2	0	20	0	6.51	0
Grading	4	12	20	960	6.51	147
Building Construction	100	0	20	0	6.51	0
Paving	10	0	20	0	6.51	0
Architectural Coating	10	0	20	0	6.51	0
Total Construction Hauling Fuel Consumption						147

Notes:

¹Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately five-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. Construction of the proposed commercial development would require the typical use of energy resources. 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.

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. Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate 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.

Furthermore, the project has been designed in compliance with California’s Energy Efficiency Standards and 2019 CALGreen Standards. These measures include, but are not limited to the use of water conserving plumbing, installation of bicycle racks, the use of LED lighting, and water-efficient irrigation systems.

Operation Energy Demand

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

The largest source of operational energy use would be vehicle operation of customers. The site is located in an urbanized area at northwest corner of the intersection of Highway 74 (Central Avenue) and Allan Street. Furthermore, there are existing transit services, provided by RTA, approximately 0.02-mile walking distance of the proposed Project site. The nearest transit service is Riverside Transit Route 22, with a stop along Highway 74 and Allan St.

Using the CalEEMod output from the air quality and greenhouse gas analysis (MD Acoustics 2021), it is assumed that an average trip for autos were assumed to be 16.6 miles, light trucks were assumed to travel an average of 8. miles, and 3- 4-axle trucks were assumed to travel an average of 6.9 miles²². As the proposed project is a commercial project, it was assumed that vehicles would operate 365 days per year. Table 8 shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy- heavy trucks.²³ The proposed project would generate approximately 1,212 trips per day. The vehicle fleet mix was used from the CalEEMod output from the air quality and greenhouse gas analysis (MD Acoustics 2021). Table 8 shows that an estimated 277,240 gallons of fuel would be consumed per year for the operation of the proposed project.

Table 8: Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	639	16.6	10,607	28.57	371.28	135,516
Light Truck	Automobile	67	8.4	563	14.08	39.97	14,590
Light Truck	Automobile	208	8.4	1,747	14.08	124.09	45,293
Medium Truck	Automobile	178	6.9	1,228	8.5	144.49	52,740
Light Heavy Truck	2-Axle Truck	34	6.9	235	8.5	27.60	10,074
Light Heavy Truck 10,000 lbs +	2-Axle Truck	9	6.9	62	8.5	7.31	2,667
Medium Heavy Truck	3-Axle Truck	15	6.9	104	5.85	17.69	6,458
Heavy Heavy Truck	4-Axle Truck	23	6.9	159	5.85	27.13	9,902
Total		1,212	--	14,705	11.74	759.56	--
Total Annual Fuel Consumption							277,240

Notes:

¹Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Trip generation and VMT generated by the proposed project are consistent with other similar commercial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (20th Edition, 2017). That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, the state of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015.^{24,25} Therefore, the increase in fuel consumption from the proposed project is insignificant in comparison to the State’s demand. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

²² CalEEMod default distance for H-W (home-work) or C-W (commercial-work) is 16.6 miles; 8.4 miles for H-S (home-shop) or C-C (commercial-customer); and 6.9 miles for H-O (home-other) or C-O (commercial-other).

²³ Average fuel economy based on aggregate mileage calculated in EMFAC 2017 for opening year (2021). See Appendix A for EMFAC output.

²⁴ <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics>

²⁵ <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics>

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by SCE) and natural gas (provided by Southern California Gas Company). Operation of the proposed project would involve the use of energy for heating, cooling and equipment operation. These facilities would comply with all applicable California Energy Efficiency Standards and 2019 CALGreen Standards.

The annual natural gas and electricity demands were provided per the CalEEMod output from the air quality and greenhouse gas analysis (MD Acoustics 2021) and are provided in Table 9.

Table 9: Project Mitigated Annual Operational Energy Demand Summary¹

Natural Gas Demand	kBTU/year
Fast Food Restaurant with Drive Thru	411,717
Regional Shopping Center	23,078
Total	434,795

Electricity Demand	kWh/year
Fast Food Restaurant with Drive Thru	69,702
Regional Shopping Center	127,349
Parking Lot	8,540
Total	205,591

Notes:

¹Taken from the CalEEMod 2020.4.0 annual output in the Central Avenue Commercial Retail Air Quality and Greenhouse Gas Impact Study prepared for the proposed project by MD Acoustics (June 28, 2021).

As shown in Table 9, the estimated electricity demand for the proposed project is approximately 205,591 kWh per year. In 2019, the non-residential sector of the County of Riverside consumed approximately 8,183 million kWh of electricity.²⁶ In addition, the estimated natural gas consumption for the proposed project is approximately 434,795 kBTU per year. In 2019, the non-residential sector of the County of Riverside consumed approximately 148.2 million therms of gas.^{27,28} Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County’s 2019 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built

²⁶ California Energy Commission, Electricity Consumption by County. <https://ecdms.energy.ca.gov/elecbycounty.aspx>

²⁷ California Energy Commission, Gas Consumption by County. <http://ecdms.energy.ca.gov/gasbycounty.aspx>

²⁸ Per the U.S. Energy Information Administration, one therm equals 100,000 Btu (<https://www.eia.gov/tools/faqs/faq.php?id=45&t=8#:~:text=In%202019%2C%20the%20U.S.%20annual%20average%20heat%20content,gas%20equals%201.037%20MMBtu%2C%20or%2010.37%20therms.%20>). In addition, one Btu is equal to 10 kbtus.

environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or “plug-in” energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

Furthermore, the proposed project energy demands in total would be comparable to other commercial projects of similar scale and configuration. Therefore, the project facilities’ energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Renewable Energy and Energy Efficiency Plan Consistency

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State’s Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State’s Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

5.0 Conclusions

As supported by the preceding analyses, neither construction nor operation of the Project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources. The proposed project does not include any 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 and is a commercial project that is not proposing any additional features that would require a larger energy demand than other commercial projects of similar scale and configuration. As the proposed project is consistent with the existing General Plan land use designation, the energy demands of the project are anticipated to be accommodated within the context of available resources and energy delivery systems. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California.

The Project has been designed in compliance with California’s Energy Efficiency Standards and 2019 CALGreen Standards. These measures include, but are not limited to the use of water conserving plumbing, installation of bicycle racks, the use of LED lighting, and water-efficient irrigation systems. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be less than significant.

MD is pleased to provide this CEQA Energy review. If you have any questions regarding this analysis, please don't hesitate to call us at (805) 426-4477.

Sincerely,
MD Acoustics, LLC



Mike Dickerson, INCE
Principal

Appendix A
CARB EMFAC 2017

Source: EMFAC2017 (v1.0.3) Emissions Inventory

Region Type: Air Basin

Region: South Coast

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Yr	Vehicle Cat	Model Year	Speed	Fuel	Population	Trips	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coast	2021	HHDT	Aggregate	Aggregate	Gasoline	81.3725634	1628.102	1.889707176	1889.707176		1776086.603	7629.442554	11553449.42	6.51 HHD
South Coast	2021	HHDT	Aggregate	Aggregate	Diesel	96726.9495	974405.7	1774.196896	1774196.896			11545819.98		
South Coast	2021	LDA	Aggregate	Aggregate	Gasoline	6276233.77	29647186	8195.759914	8195759.914	8241884.504	246181276.2	248366515	30.13 LDA	
South Coast	2021	LDA	Aggregate	Aggregate	Diesel	53709.9025	254840.1	46.1245898	46124.5898			2185238.836		
South Coast	2021	LDA	Aggregate	Aggregate	Electricity	105013.549	525424.1	0	0			4192834.836		
South Coast	2021	LDT1	Aggregate	Aggregate	Gasoline	695145.897	3200417	1009.571346	1009571.346	1009999.543	26066042.38	26075562.75	25.82 LDT1	
South Coast	2021	LDT1	Aggregate	Aggregate	Diesel	406.399031	1419.826	0.42819713	428.1971296			9520.378718		
South Coast	2021	LDT1	Aggregate	Aggregate	Electricity	3691.83415	18421.42	0	0			147589.5362		
South Coast	2021	LDT2	Aggregate	Aggregate	Gasoline	2144804.15	10052342	3441.716707	3441716.707	3457561.278	81991235.59	82539629.16	23.87 LDT2	
South Coast	2021	LDT2	Aggregate	Aggregate	Diesel	12472.425	61718.11	15.84457068	15844.57068			548393.5724		
South Coast	2021	LDT2	Aggregate	Aggregate	Electricity	16651.9689	84424.2	0	0			552985.8715		
South Coast	2021	LHDT1	Aggregate	Aggregate	Gasoline	172430.216	2568953	598.0686059	598068.6059	809349.9359	6230805.225	10720475.04	13.25 LHDT1	
South Coast	2021	LHDT1	Aggregate	Aggregate	Diesel	109610.028	1378756	211.28133	211281.33			4489669.812		
South Coast	2021	LHDT2	Aggregate	Aggregate	Gasoline	28913.8178	430772.8	111.7961286	111796.1286	201931.6877	1014315.328	2744944.158	13.59 LHDT2	
South Coast	2021	LHDT2	Aggregate	Aggregate	Diesel	43242.2337	543932.9	90.13555911	90135.55911			1730628.83		
South Coast	2021	MCY	Aggregate	Aggregate	Gasoline	279209.361	558418.7	53.89538804	53895.38804	53895.38804	1958676.919	1958676.919	36.34 MCY	
South Coast	2021	MDV	Aggregate	Aggregate	Gasoline	1520877.3	7026646	2808.57758	2808577.58	2854598.975	54421172.7	55643285	19.49 MDV	
South Coast	2021	MDV	Aggregate	Aggregate	Diesel	29603.6659	145604.8	46.02139556	46021.39556			1222112.304		
South Coast	2021	MDV	Aggregate	Aggregate	Electricity	7250.17223	37174.04	0	0			249429.9943		
South Coast	2021	MH	Aggregate	Aggregate	Gasoline	34556.2813	3457.01	64.51935527	64519.35527	75563.3084	327720.8034	443086.5288	5.86 MH	
South Coast	2021	MH	Aggregate	Aggregate	Diesel	11829.1715	1182.917	11.04395313	11043.95313			115365.7253		
South Coast	2021	MHDT	Aggregate	Aggregate	Gasoline	24683.6081	493869.6	264.5056072	264505.6072	991967.8223	1325210.138	8860357.635	8.93 MHDT	
South Coast	2021	MHDT	Aggregate	Aggregate	Diesel	119075.286	1192855	727.4622151	727462.2151			7535147.497		
South Coast	2021	OBUS	Aggregate	Aggregate	Gasoline	5845.39061	116954.6	49.57947234	49579.47234	87256.58216	246477.18	555364.3745	6.36 OBUS	
South Coast	2021	OBUS	Aggregate	Aggregate	Diesel	4131.13499	40389.68	37.67710982	37677.10982			308887.1946		
South Coast	2021	SBUS	Aggregate	Aggregate	Gasoline	2414.92674	9659.707	10.85210767	10852.10767	37379.67328	98099.38663	297576.5962	7.96 SBUS	
South Coast	2021	SBUS	Aggregate	Aggregate	Diesel	6314.06403	72863.42	26.52756561	26527.56561			199477.2096		
South Coast	2021	UBUS	Aggregate	Aggregate	Gasoline	943.967838	3775.871	18.45610299	18456.10299	18702.89919	88729.36464	90207.45032	4.82 UBUS	
South Coast	2021	UBUS	Aggregate	Aggregate	Diesel	14.1414183	56.56567	0.246796198	246.7961984			1478.085683		
South Coast	2021	UBUS	Aggregate	Aggregate	Electricity	12.1169389	48.46776	0	0			1072.906717		

Source: <https://arb.ca.gov/emfac/emissions-inventory>