Greenhouse Gas Emissions Assessment
Strada Verde Innovation Park
San Benito County, California

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LIST OF ABBREVIATED TERMS

AB	Assembly Bill
CARB	California Air Resource Board
CCR	California Code of Regulations
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CALGreen Code	California Green Building Standards Code
CPUC	California Public Utilities Commission
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CFC	Chlorofluorocarbon
CCSP	Climate Change Scoping Plan
cy	cubic yard
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
FR	Federal Register
GHG	greenhouse gas
HCFC	Hydrochlorofluorocarbon
HFC	Hydrofluorocarbon
LCFS	Low Carbon Fuel Standard
CH_4	Methane
MBARD	Monterey Bay Air Resource District
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
$MTCO_2e$	metric tons of carbon dioxide equivalent
NHTSA	National Highway Traffic Safety Administration
NF_3	nitrogen trifluoride
N_2O	nitrous oxide
PFC	Perfluorocarbon
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Government
Sf	square foot
SF_6	sulfur hexafluoride
TAC	toxic air contaminants

1 INTRODUCTION

This report documents the results of a Greenhouse Gas (GHG) Emissions Assessment completed for the Strada Verde Innovation Park project (Project). The purpose of this GHG Emissions Assessment is to evaluate the potential construction and operational emissions associated with the Project and determine the level of impact the Project would have on the environment.

1.1 Project Location

As shown in Exhibit 1: Regional Location Map and Exhibit 2: Project Vicinity Map the 2,767-acre Project site (or Specific Plan Area) is located within an unincorporated area of northwest San Benito County, 2.5 miles southeast of the Highway 101/State Route 25 interchange. It is bound to the east by the existing Union Pacific Railroad tracks and to the west by the Pajaro River. The southern boundary of the Specific Plan Area is adjacent to the foothills of the Gabilan Mountains. The Specific Plan Area is located 85-miles south of San Francisco, 40-miles south of San Jose, 7-miles south of the City of Gilroy, and 9-miles north of the City of Hollister. The Specific Plan Area is also within close proximity to Santa Cruz County to the northwest, Monterey County to the west, and Merced County to the east. Regional access is available via U.S. Highway 101 and State Route 25 (SR 25).

The majority of the Specific Plan Area consists of agricultural land, with active organic farming on 600 to 800-acres near the Pajaro River. Existing structures are limited to small agricultural support buildings, including two on-site clustered farm buildings located 0.5-miles south of SR 25 accessed via a private unimproved farm road.

The San Benito County General Plan (SBCGP) designates the Specific Plan Area as Agricultural (A) and Rangeland (RG). Approximately 235-acres of the southern portion of the Specific Plan is zoned Agricultural Rangeland (AR) and approximately 2,542-acres in the northern portion is zoned Agricultural Productive (AP).

1.2 Project Description

The purpose of the Project is to guide the development and operation of the Strada Verde Innovation Park Specific Plan (Specific Plan). The approximate 2,767-acre Project site (Specific Plan Area) would primarily be composed of a technology-based automated vehicle and research and development business center. As shown in **Table 1: Land Use Summary** and Exhibit 3: Conceptual Site Plan, land uses within the Specific Plan Area consist of 1,077 acres of Testing Grounds, 127 acres of Research Park, 253 acres of E-Commerce, 24 acres of Commercial, 227 acres of Agriculture, and 252 acres of Greenway. Additional land uses associated with biological preserves and infrastructure are also proposed within the Specific Plan area; refer to **Table 1**. The total Project area encompasses approximately 2,767 acres and is currently used for agriculture and open space. Land use districts within the Specific Plan Area are described as follows:

- Testing Grounds (SVIP-TG): The Testing Grounds district will serve as an area for testing new technology in the mobility sector, including electrified and automated vehicles. It will consist primarily of open area, roads, tracks, and other features designed for the testing and engineering of vehicles and their components. Intended land uses include a three-mile straight track adjacent to the Union Pacific railway. Supporting ancillary office, research and development, labs, storage, maintenance, and fueling facilities are also envisioned.

Table 1: Land Use Summary

Designation	Land Use District	Gross Acres [1]	Net Acres [2]	Max Floor Area Ratio (FAR)	Building Area (square feet) [3]
SVIP – TG	Testing Grounds	1,077	915	0.025	996,435
SVIP – RP	Research Park	127	108	0.3	1,411,344
SVIP – EC	E-Commerce	253	215	0.5	4,682,700
SVIP – C	Commercial	24	20	0.150	130,680
SVIP – A	Agriculture	227			
SVIP – CG	Greenway	252			
Biological Preserves					
SVIP – BPP	Pajaro River Wetlands & Riparian Preserve	394			
SVIP – BPC	California Tiger Salamander Upland Habitat Preserve	153			
Infrastructure					
SVIP – SM	Stormwater Management	157			
SVIP – I	Potable Water Storage	2			
SVIP – I	Water and Wastewater Treatment & Storage	16			
SVIP – I	Street Right-of-way	85			
TOTAL		**2,767**			**7,221,159**
Built Area as a % of Specific Plan Area					**< 6%**

1. All acreages are rounded to the nearest whole number.
2. Net buildable acres is 85% of gross due to loss for internal streets, parking, utilities, & landscaping.
3. Building square footage is rounded to the nearest tenth.
4. Up to 10% of building area in each district may be transferred to other buildable districts so long as the total building area in the Specific Plan area is not exceeded.

Source: SVIP Specific Plan, February 2022.

- Research Park (SVIP-RP): The Research Park district will be situated in the southwestern portion of the Specific Plan Area. It will provide space for research, office, and light manufacturing uses. Premium research and development facilities will be encouraged. The SVIP-RP district may also include education facilities and a driver experience center with associated tracks, retail, and hospitality.

- E-Commerce (SVIP-EC): The E-commerce district includes a range of commercial and light industrial facilities, including distribution and logistics, data centers, research and development, and large footprint laboratories.

- Commercial (SVIP-C): The Commercial district will consist of ancillary commercial land uses including hospitality and retail establishments, as well as public service facilities such as fire and police stations. It is adjacent to the Central Greenway which, with its on-site pathways/trail, will provide direct access to walking and biking.

- Agriculture (SVIP-A): The Agricultural district will be limited to agriculture uses, including row crop production and the use of new agricultural technologies and practices that increase farming

efficiency, maintaining the agricultural heritage and regional identity that is so predominant in the County.

- Greenway (SVIP-G): The Greenway areas serve several functions including the provision of open space, buffer zones, and stormwater management.
- Biological Preserves: Two areas are designated as biological preserves to protect and enhance natural resources in the Specific Plan Area, the Pajaro River Wetlands and Riparian Preserve (SVIP-BPP) and the California Tiger Salamander Upland Habitat Preserve (SVIP-BPC). The Preserves will provide areas to create mitigation areas for wetlands disturbed in the developed Specific Plan Area.
- Infrastructure (SVIP-I): Infrastructure-related land uses within the Specific Plan Area will include potable water storage, water and wastewater treatment and storage, and street right-of-way.

The Specific Plan would establish the necessary plans, development standards, regulations, zoning, infrastructure requirements, design guidelines and implementation programs on which subsequent project-related development activities (i.e., future implementing development projects) are to be founded. It is intended that Site and Architectural Review, grading permits, and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with the Specific Plan. This Project does not propose individual development projects, but would facilitate future development in the Specific Plan Area. Construction and operations of the land use districts would be project-specific and future development would be subject to project-specific County discretionary review and approval.

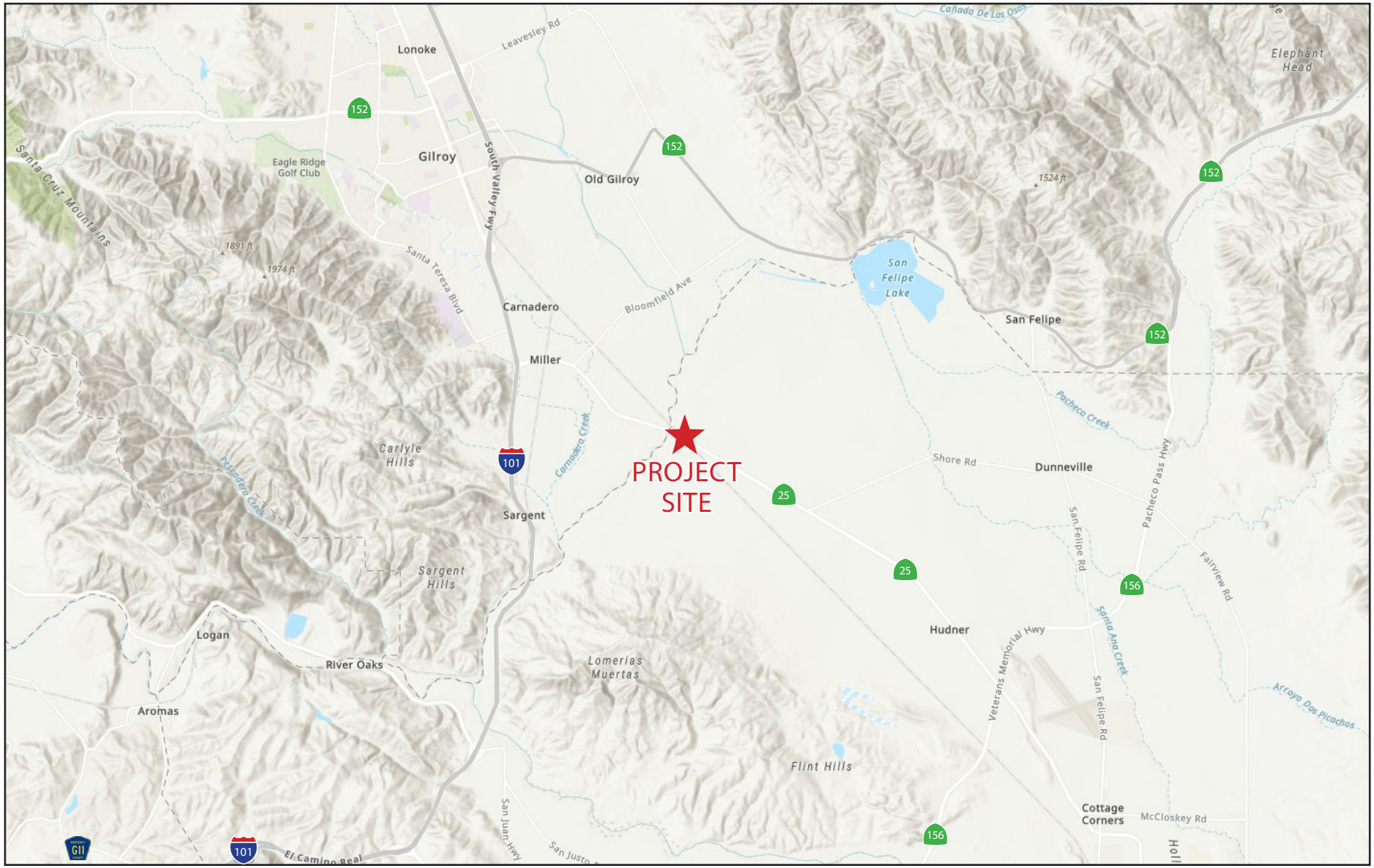

EXHIBIT 1: Regional Location Map

Strada Verde Innovation Park Project

County of San Benito

Not to Scale

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EXHIBIT 2: Project Vicinity Map
Strada Verde Innovation Park Project
County of San Benito

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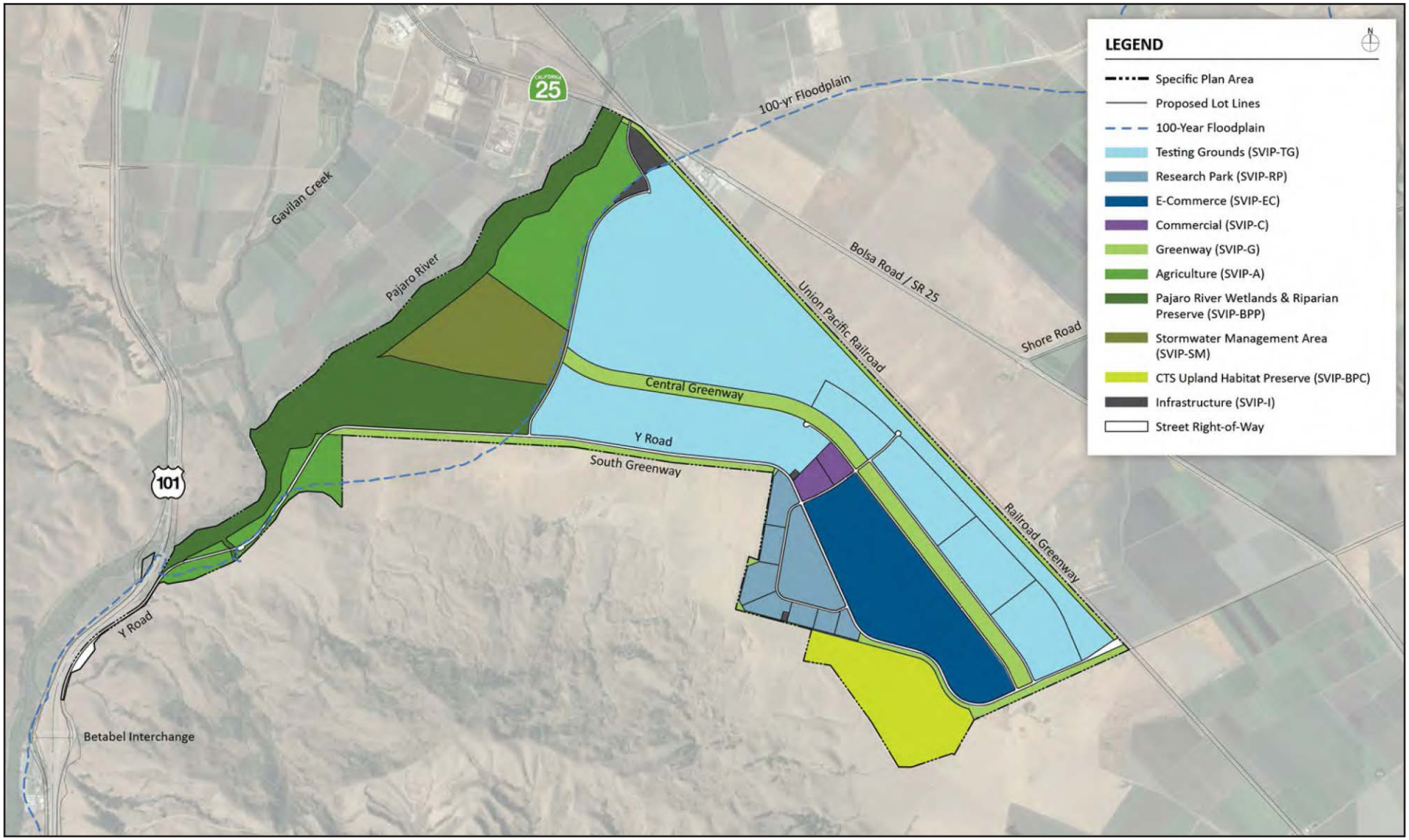

EXHIBIT 3: Conceptual Site Plan
Strada Verde Innovation Park Project
County of San Benito

Not to Scale

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2 ENVIRONMENTAL SETTING

2.1 Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere[1].

Table 2: Description of Greenhouse Gases describes the primary GHGs attributed to global climate change, including their physical properties.

Table 2: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric

[1] Intergovernmental Panel on Climate Change, Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, 2013. http://www.climatechange2013.org/ images/report/WG1AR5_ALL_FINAL.pdf.

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

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

3 REGULATORY SETTING

3.1 Federal

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

Energy Independence and Security Act of 2007

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

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

U.S. Environmental Protection Agency Endangerment Finding

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

Federal Vehicle Standards

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

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG

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

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

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

In 2018, the President and the U.S. EPA stated their intent to halt various federal regulatory activities to reduce GHG emission, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives. On September 27, 2019, the U.S. EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.) The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The U.S. EPA is currently reconsidering the SAFE rule pursuant to Presidential Executive Order 13390 issued on January 20, 2021 as discussed below.

Presidential Executive Orders 13990 and 14008

On January 20, 2021, President Biden issued Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis". Executive Order 13990 directs Federal agencies to immediately review and take action to address the promulgation of Federal regulations and other actions that conflict with these important national objectives and to immediately commence work to confront the climate crisis. Executive Order 13990 directs the Council on Environmental Quality (CEQ) to review CEQ's 2020 regulations implementing the procedural requirements of the National Environmental Policy Act (NEPA) and identify necessary changes or actions to meet the objectives of Executive Order 13990.

Executive Order 13390 also directs the U.S. EPA to consider whether to propose suspending, revising, or rescinding the standards previously revised under the "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks," promulgated in April 2020.

On January 27, 2021, President Biden signed Executive Order 14008, "Tackling the Climate Crisis at Home and Abroad," to declare the Administration's policy to move quickly to build resilience, both at home and abroad, against the impacts of climate change that are already manifest and will continue to intensify according to current trajectories. In line with these Executive Order directives, CEQ is reviewing the 2020 NEPA regulations and plans to publish a notice of proposed rulemaking (NPRM) to identify necessary revisions in order to comply with the law; meet the environmental, climate change, and environmental justice objectives of Executive Orders 13990 and 14008; ensure full and fair public involvement in the NEPA process; provide regulatory certainty to stakeholders; and promote better decision making consistent with NEPA's statutory requirements. This phase 1 rulemaking will propose a narrow set of changes to the 2020 NEPA regulations to address these goals.

3.2 State of California

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO2e in the world and produced 440 million gross metric tons of CO2e in 2015. In the state, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32 California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major legislation related to GHG emissions reduction.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and

regulations (referred to as "business-as-usual")[2]. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the state's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program[3]. Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing ZEV buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated considering current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990

[2] CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

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

levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated state-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

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

In January 2017, CARB released the 2017 Climate Change Scoping Plan Update (Second Update) for public review and comment (CARB, 2017). The Second Update sets forth CARB's strategy for achieving the state's 2030 GHG target as established in Senate Bill (S.B.) 32 (discussed below). The Second Update was approved by CARB's Governing Board on December 14, 2017 (CARB, 2017).

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

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

With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan (CARB, 2017b). The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by S.B. 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

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

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies. The applicable sustainable community strategy in the Bay Area is Plan Bay Area 2040.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

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

all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the state. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per megawatt-hour.

SB 1078 and SBX1-2 (Renewable Electricity Standards)

SB 1078 required California to generate 20 percent of its electricity from renewable energy by 2017. This goal was accelerated with SB 107, which changed the due date to 2010 instead of 2017. On November 17, 2008, Executive Order S-14-08 established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the state's load-serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SB X1-2 codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 45 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into Law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

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

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e (MMTCO2e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

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

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

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and took effect on January 1, 2020. Under the 2019 standards, residential dwellings are required to use approximately 53 percent less energy and nonresidential buildings are required to use approximately 30 percent less energy than buildings under the 2016 standards. The CEC adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The latest CALGreen Code took effect on January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards improve upon the previous standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The new 2019 CALGreen standards require residential buildings are required to be solar ready through solar panels (refer to Section 110.10 in the 2019 Building Energy Efficiency Standards for more details). The CEC adopted the 2022 CALGreen Code, which will go into effect on January 1, 2023.

CARB Advanced Clean Truck Regulation. CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the

transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.

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

Advanced Clean Cars Program and Zero-Emissions Vehicle Program. The Advanced Clean Cars Program (January 2012) is a new emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025, cars will emit 75 percent less smog-forming pollution than the average new car in 2012. To reduce GHG emissions, CARB, in conjunction with the U.S. EPA and the NHTSA, adopted new GHG standards for model year 2017 to 2025 vehicles; the new standards are estimated to reduce GHG emissions by 34 percent in 2025. The Zero-Emissions Vehicle Program will act as the focused technology of the Advanced Clean Cars Program by requiring manufacturers to produce increasing numbers of zero-emissions vehicles and plug-in hybrid electric vehicles in the 2018 to 2025 model years.

3.3 Regional

Monterey Bay Air Regulation District

MBARD is the regional air agency for the North Central Coast Air Basin, which includes the project site. In February 2008, MBARD issued revised adopted guidance for assessing and reducing the impacts of project-specific air quality emissions: CEQA Air Quality Guidelines. This document included a reserved section to address project-specific GHG emissions: Climate Change and Assessment of Project Impacts from Greenhouse Gases. To date, MBARD has not adopted guidance for GHG emissions inventory, or established significance thresholds for GHG emissions.

3.4 Local

San Benito County 2035 General Plan

The San Benito County 2035 General Plan adopted in September of 2018 provides the following goals, policies and objectives pertaining to greenhouse gas emissions:

Goal LU-2 Promote energy efficiency through innovative and sustainable building and site design.

LU-2.1 **Sustainable Building Practices**. The County shall promote, and where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water, and other resources; facilitate natural ventilation; use daylight efficiently; and are healthy, safe, comfortable, and durable.

LU-2.2 **Green Sustainable Building Practices**. The County shall encourage sustainable building practices that go beyond the minimum requirements of the Title 24 CalGreen Code (i.e., Tier 1 or Tier 2 measures) and to design new buildings to achieve a green building standard such as Leadership in Energy and Environmental Design (LEED).

LU-2.4 **Solar Access**. The County shall encourage new residential subdivisions and new commercial, office, industrial, and public buildings to be oriented and landscaped to enhance natural lighting and solar access in order to maximize energy efficiency.

LU-2.5 **Green Building Standard**. The County shall require all new County buildings be constructed to green building standards, such as Leadership in Energy and Environmental Design (LEED), and all existing County buildings to be retrofitted with energy-efficient technologies.

PFS-8.7 **Renewable Energy Grid-Connections**. The County shall coordinate with public utility providers to design their facilities so that private and public on-site renewable energy facilities (e.g., solar, wind, biomass, geothermal) can connect to the larger electricity grid.

HS-5.7 **Greenhouse Gas Emission Reductions**. The County shall promote greenhouse gas emission reductions by supporting carbon-efficient farming methods (e.g., methane capture systems, no-till farming, crop rotation, cover cropping); supporting the installation of renewable energy technologies; and protecting grasslands, open space, oak woodlands, riparian forest and farmlands from conversion to urban uses.

HS-5.8 **GHG Reduction Targets**. The County shall strive to reduce greenhouse gas (GHG) emissions by 15 percent below 2010 levels by 2020, and establish a long-term goal to reduce GHG emissions by 80 percent below 1990 levels by 2050.

HS-5.9 **GHG Reduction Monitoring**. The County shall monitor progress in meeting its greenhouse gas reduction targets and make appropriate adjustments to its programs and standards to further efforts to achieve GHG reduction targets.

HS-5.13 **Reduce Air Pollution from Wood Burning**. No permanently installed wood-burning devices shall be allowed in any new development, except when necessary for food preparation in a restaurant or other commercial establishment serving food.

4 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 CEQA Thresholds and Significance Criteria

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally would have a significant effect on the environment if it would:

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Determining significance follows available guidelines from State or local air quality management agencies, where available. However, there is no legally adopted threshold to guide the County of San Benito decision-makers in determining what emission levels constitute a significant amount. Rules and policies being developed by CARB are used here although they are evolving in response to the threat of climate change effects and subsequent legislation.

MBARD does not yet recommend any method or threshold for determining significance of climate change impacts or GHG emissions from a project and its operation. Nonetheless, GHG emissions caused by any project subject to CEQA must be described for a lead agency to determine the significance of impacts. The 2010 State CEQA Guidelines (Section 15064.4) provide the following direction for the assessment and mitigation of GHG emissions:

- A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.
- A lead agency should consider the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- A lead agency should consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In the absence of quantitative significance thresholds in CEQA guidance, this analysis turns to other programs. For example, the CARB Mandatory Reporting program requirements are triggered for sources of GHG emissions exceeding 2,500 metric tons CO_2 ($MTCO_2e$) per year. AB 32 requires California agencies to take actions that will reduce GHG emissions by 2020 to the levels of 1990, and SB 32 requires a 40 percent reduction below 1990 levels by 2030.

According to a MBARD staff report to the District Board of Directors, MBARD is considering adoption of a threshold of 2,000 $MTCO_2e$/year for land use projects or compliance with an adopted GHG Reduction Plan/Climate Action Plan. Although MBARD has adopted a GHG threshold for stationary source projects that rely on operational processes and equipment that are subject to MBARD permitting requirements, land use projects do not have a formally adopted policy recommending any specific threshold. Since MBARD has not adopted thresholds, MBARD encourages lead agencies to consider a variety of metrics for evaluating GHG missions and related mitigation measures as they best apply to the specific project. Other

air districts in the State have adopted a threshold of 1,100 $MTCO_2e$ per year for land-use projects, including the Bay Area Air Quality Management District (BAAQMD) and Sacramento Metropolitan Air Quality Management District (SMAQMD), while San Luis Obispo County Air Pollution Control District (SLOCAPCD) has an adopted threshold of 1,150 $MTCO_2e$ per year.

For CEQA analyses, project-related GHG impacts can be categorized as either direct or indirect. Direct emissions refer to those emitted by stationary sources at the project site or caused by project activity on-site, and these emissions are normally within control of the project sponsor or applicant. Indirect emissions include those emissions that are not within the direct control of the project sponsor or applicant, but may occur as a result of the project, such as the motor vehicle emissions induced by the project. Indirect emissions include emissions from any off-site facilities used for project support as a result of the construction or operation of a project, and these emissions are likely to occur outside the control of the project far off-site or even outside of California.

4.2 Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO_2/year to nearly 49 $GtCO_2$/year.[4] As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod). Details of the modeling assumptions and emission factors are provided in Appendix A: Greenhouse Gas Emissions Data. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. The project's construction-related GHG emissions were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles.

The project's operations-related GHG emissions would be generated by vehicular traffic, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste.

[4] Intergovernmental Panel on Climate Change, *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014.

5 POTENTIAL IMPACTS AND MITIGATION

5.1 Greenhouse Gas Emissions

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

Short-Term Construction Greenhouse Gas Emissions

Construction of the proposed Project would result in direct emissions of CO_2, N_2O, and CH_4 from the operation of construction equipment and the transport of materials and construction workers to and from the Project site. MBARD does not have a threshold for construction GHG emissions, which are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the proposed Project. However, the construction GHG emissions are disclosed and a determination on the significance of construction GHG emissions in relation to meeting AB 32 GHG reduction goals should be made. Total GHG emissions generated during all phases of construction were combined and are presented in **Table 3: Construction Greenhouse Gas Emissions**. The CalEEMod outputs are contained within the Appendix A: Greenhouse Gas Emission Data.

Table 3: Construction Greenhouse Gas Emissions

Construction Year	Project ($MTCO_2e$)[1]
Phase 1	
2021	298
2022	282
2023	8,941
2024	24,225
2025	3,941
Total	37,686
Phase 2	
2026	356
2027	298
2028	2,959
2029	5,844
2030	5,792
2031	5,711
2032	5,662
2033	5,556
2034	775
2035	200
Total	33,153

1. Due to rounding, total $MTCO_2e$ may be marginally different from CalEEMod output.
$MTCO_2e$ = metric tons of carbon dioxide equivalent.
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

As shown in **Table 3**, Project construction-related activities would generate approximately 37,686 $MTCO_2e$ over the initial phase of construction and 33,153 $MTCO_2e$ over the future phases of construction for a total of 70,839 $MTCO_2e$. One-time, construction GHG emissions are typically summed and amortized over

a 30-year period.[5] It is reasonable to look at a 30-year time frame for buildings since this is a typical interval before a new building requires the first major renovation.[6] The amortized Project emissions would be 1,256 $MTCO_2e$ per year, during the initial phase and 1,105 $MTCO_2e$ per year, during the future phases. Once construction is complete, the generation of construction-related GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions would occur over the proposed Project's life. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the proposed Project, the energy required to convey water to, and wastewater from the Project site, the emissions associated with solid waste generated from the Project site, and any fugitive refrigerants from air conditioning or refrigerators. Additionally, the proposed Project includes a wastewater collection and treatment system and a data center. **Table 4: Unmitigated Operational Greenhouse Gas Emissions**, summarizes the total GHG emissions associated with the proposed Project.

Table 4: Unmitigated Operational Greenhouse Gas Emissions

Category	$MTCO_2e$[1]
Phase 1	
Area Source	0.05
Energy	5,229
Mobile	10,302
Waste	136
Water and Wastewater	702
Vegetation Land Use Change (Loss of Sequestration)[2]	516
Construction (Amortized Over 30 Years)	1,256
Total Phase 1	18,142
Phase 2	
Area Source	0.18
Energy	155,173
Mobile (offsite)	40,773
Mobile (onsite)	10,547
Waste	3,580
Water and Wastewater	3,088
Construction (Amortized Over 30 Years)	1,105

[5] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).
[6] International Energy Agency, Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings, March 2008.

Category	$MTCO_2e$[1]
Total Phase 2	214,267
Total Project	232,409

1. Emissions were calculated using CalEEMod version 2020.4.0.
2. Sequestration loss is annualized over a 20-year growing period per the CalEEMod User Guide and amortized over a 30-year project lifetime.
3. Emissions may not total due to rounding.
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

Below is a description of the primary sources of operational emissions:

- **Area Sources.** Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. Landscaping is anticipated to occur throughout the Project site. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. The proposed Project would result in 0.05 $MTCO_2eq$/year during the initial phase and 0.18 $MTCO_2eq$/year during the future phases (refer to **Table 3**). **MM AQ-3** (refer to Air Quality Assessment prepared by Kimley-Horn) requires the use of low VOC paint during operation of the proposed Project.

- **Energy Consumption.** Energy consumption consists of emissions from Project consumption of electricity and natural gas. The proposed Project would result in 5,228.96 $MTCO_2eq$/year from energy consumption during the Initial Phase and 155,173.10 $MTCO_2eq$/year during the future phase (refer to **Table 3**). The higher energy consumption is due to the data center.

- **Mobile Sources.** Mobiles sources from the proposed Project were calculated with CalEEMod based on the trip generation from the Project Traffic Study. The mobile source emissions from the proposed Project would be 10,302.30 $MTCO_2eq$/year during the initial phase and 40,773.01 $MTCO_2eq$/year during the future phases for offsite mobile and 10,547 $MTCO_2eq$/year for onsite mobile (refer to **Table 3**).

- **Solid Waste.** Solid waste releases GHG emissions in the form of methane when these materials decompose. The proposed Project would result in 136.47 $MTCO_2e$/year from solid waste during the initial phases and 3,580.35 $MTCO_2eq$/year during the future phases (refer to **Table 3**).

- **Water and Wastewater.** GHG emissions from water demand would occur from electricity consumption associated with water conveyance and treatment. Existing water efficiency regulations require the proposed Project to limit the use of turf. In addition, the proposed Project proposes to use recycled water. The proposed Project would result in 702.16 $MTCO_2e$/year from water and wastewater conveyance and treatment during the initial phase and 3,087.85 $MTCO_2eq$/year during the future phases (refer to **Table 3**).

- **Vegetation Land Use Change (Loss of Sequestration).** Sequestration refers to the process of vegetation storing CO_2 (resulting in a carbon sink and reducing CO_2 emissions). As the proposed Project would develop natural land with vegetation that is currently sequestering CO_2, loss of the

existing vegetation would result in approximately 10,316 MT CO_2e that would not be sequestered, which is approximately 516 MT CO_2e/year over a 20-year growing period.[7]

Table 4: Unmitigated Operational Greenhouse Gas Emissions shows that unmitigated emissions from the development of proposed Project would exceed all applicable GHG thresholds described in Section 4.1. It should be noted that the unmitigated emissions are based on the 2019 Title 24 Part 6 (Building Energy Efficiency Standards). The standards also require updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements that would cut residential energy use by more than 50 percent (with solar) and nonresidential energy use by 30 percent.

The standards also encourage demand-responsive technologies including battery storage and heat pump water heaters and improve the building's thermal envelope through high-performance attics, walls, and windows to improve comfort and energy savings. The 2022 Title 24, Part 6 Standards (2022 Energy Code) were formally adopted by the Building Standards Commission in a formal hearing in August 2021. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The standards will go into effect on January 1, 2023. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards including new electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores; the promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure to allow for the conversion from natural gas to electricity; and the expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multifamily residences, hotels and motels, tenant spaces, offices, (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers). Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.[8]

The proposed Project would also comply with the appliance energy efficiency standards in Title 20 of the California Code of Regulations. The Title 20 standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances. The proposed Project would be constructed according to the standards for high-efficiency water fixtures for indoor plumbing and water-efficient irrigation systems required Title 24, Part 11 (CALGreen).

The proposed Project emissions are calculated from maximum possible electricity use and other non-stationary sources. This emissions estimate does not include efficiency measures that would be pursued as part of the proposed Project, nor does it reflect implementation of state and local measures to reduce GHG emissions, for example, SB 350 and SB 100 that would continue the ongoing substantial reductions in GHG emissions from electricity generation. At the state and global level, improvements in technology, policy, and social behavior can also influence and reduce operational emissions generated by a project. The state is currently on a pathway to achieving the Renewable Portfolio Standards goal of 33 percent renewables by 2020 and 60 percent renewables by 2030 per SB 100. Despite these goals, the majority of the proposed Project's emissions would still be from mobile and energy sources.

[7] The 20-year active growth period is consistent with IPCC recommendations. CalEEMod User's Guide version 2020.4.0, 2020.
[8] California Energy Commission. 2022. *2022 Building Energy Efficiency Standards*, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency (accessed May 2022).

Future mobile source emissions are greatly dependent on changes in vehicle technology, fuels, and social behavior, which can be influenced by policies to varying degrees. Taking known future policies into account, CARB estimates that over 90 percent of future vehicles in Santa Clara County would run on gasoline even with increased electric vehicle mode share (California Air Resources Board, 2017). This is assumed to also be applicable to the proposed Project vehicle fleet, absent data that may suggest otherwise. Due to these external factors, average emissions from transportation in 2050 would mostly still generate GHG emissions, but the quantity is uncertain in light of potential changes in technology and policy over the next 30 years.

The majority of Project emissions (approximately 96 percent) would occur from mobile and energy sources. As noted above, energy and mobile sources are targeted by statewide measures such as low carbon fuels, cleaner vehicles, strategies to promote sustainable communities and improved transportation choices that result in reducing VMT, continued implementation of the Renewable Portfolio Standard (the target is now set at 60 percent renewables by 2030), and extension of the Cap and Trade program (requires reductions from industrial sources, energy generation, and fossil fuels). The Cap and Trade program covers approximately 85 percent of California's GHG emissions as of January 2015.

The statewide cap for GHG emissions from the capped sectors (i.e., electricity generation, industrial sources, petroleum refining, and cement production) commenced in 2013 and will decline approximately three percent each year, achieving GHG emission reductions throughout the program's duration. The passage of AB 398 in July 2017 extended the duration of the Cap and Trade program from 2020 to 2030. With continued implementation of various statewide measures, the proposed Project's operational energy and mobile source emissions would continue to decline in the future.

As the proposed Project's unmitigated emissions associated with the development of the proposed Project would potentially exceed thresholds, mitigation would be required. **Mitigation Measure (MM) GHG-1** requires the Project applicant to prepare a TDM Plan. **MM GHG-7** requires the Project applicant to prepare a GHG Reduction Plan to reduce GHG emissions associated with the final Project at the time of discretionary approval. **MM GHG-2** through **MM GHG-6** require electric vehicle chargers, traffic calming, pedestrian connectivity, internal trails, and electrical hookups for loading docks. Additionally, as discussed in the Air Quality Assessment prepared by Kimley-Horn (May 2022), **MM AQ-1** through **AQ-3** would reduce construction emissions. These include minimizing idling times to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]), all construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications, and utilizing Tier 4 final construction equipment.

The TDM program would discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Employees would be encouraged to work flexible work schedules, receive transit subsidies, and have vanpool and rideshare options available.

Project emissions with implementation of **MM GHG-1** are shown in

Table 5: Mitigated Operational Greenhouse Gas Emissions. **MM GHG-1** includes potential measures such as a TDM plan to minimize vehicle trips and mobile emissions. With implementation of **MM GHG-1**, Project GHG emissions would be reduced as shown in the table. With continued implementation of various statewide measures described, the proposed Project's operational energy and mobile source emissions will continue to decline in the future. With the variety of factors involved and without further

action on the proposed Project to reduce mobile source and energy emissions, it is uncertain that the proposed Project's GHG emissions could be reduced to a less than significant level. As shown in

Table 5: Mitigated Operational Greenhouse Gas Emissions, overall Project emissions would remain above all applicable GHG thresholds described in Section 4.1. The mitigation measures described above are required to reduce emissions to the maximum extent feasible; however, emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. Therefore, impacts in this regard would be significant and unavoidable.

Table 5: Mitigated Operational Greenhouse Gas Emissions

Category	$MTCO_2e$[1]
Phase 1	
Area Source	0.05
Energy	5,229
Mobile	10,302
Waste	68
Water and Wastewater	594
Vegetation Land Use Change (Loss of Sequestration)[2]	516
Construction (Amortized Over 30 Years)	1,256
Total Phase 1	17,965
Phase 2	
Area Source	0.18
Energy	155,173
Mobile (offsite)	40,773
Mobile (onsite)	10,547
Waste	1,790
Water and Wastewater	2,471
Construction (Amortized Over 30 Years)	1,105
Total Phase 2	211,860
Total Project	229,825
Existing Use	416

1. Emissions were calculated using CalEEMod version 2020.4.0.
2. Sequestration loss is annualized over a 20-year growing period per the CalEEMod User Guide.
3. Emissions may not total due to rounding.

Source: CalEEMod version 2020.4.0. Refer to Appendix GHG-1 for model outputs.

Standard Conditions and Requirements

Standard Conditions are existing requirements and conditions of approval that are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. Typical standard conditions and requirements include compliance with the provisions of the Building Code and other established regulations. The County may impose additional conditions during the approval process, as appropriate. Because Standard Conditions are neither Project specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures.

SC-1 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

SC-2 Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.

SC-3 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10) require buildings to be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

SC-4 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide designated parking for any combination of low-emitting, fuel efficient and carpool/vanpool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance Section 5.106.5.2 (nonresidential), Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.

- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

Mitigation Measures:

GHG-1 **Transportation Demand Management Plan.** Develop a qualifying Transportation Demand Management (TDM) plan to reduce mobile GHG emissions for all uses. The TDM plan shall be approved by the County of San Benito prior to the issuance of building permits and incorporated into the proposed Project's Codes Covenants and Restrictions (CC&Rs). The TDM plan shall discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking in order to achieve the maximum potential VMT reduction of 36 percent, as identified in Table 66 of the proposed Project Transportation Impact Analysis (prepared by Kimley-Horn May 2022). The following measures shall be incorporated into the TDM plan.

- The Project applicant shall include in the tentative map or development plan application, all improvements that will provide access to public transit, ridesharing opportunities and nonmotorized forms of travel.
- The Project applicant shall consult with the local transit service provider on the need to provide infrastructure to connect the proposed Project with transit services. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters or bus stops at the site.
- The portion of the TDM plan for non-residential uses shall include, but not be limited to the following potential measures: ride-matching assistance, preferential carpool parking, flexible work schedules for carpools, half-time transportation coordinators, providing a web site or message board for coordinating rides, designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and including bicycle end of trip facilities. This list may be updated as new methods become available. Verification of this measure shall occur prior to building permit issuance for the commercial/civic uses.

GHG-2 **Electric Vehicle Chargers.** Prior to the issuance of building permits, the Project applicant or its designee shall submit building design plans to the County that demonstrate that the parking areas are equipped with E.V. charging stations that provide charging opportunities to at least 20 percent of the total number of required parking spaces.

The E.V. charging stations shall achieve a similar or better functionality as a Level 2 charging station. In the event that the installed charging stations use more superior functionality/technology other than Level 2 charging stations, the parameters of the mitigation obligation (i.e., number of parking spaces served by E.V. charging stations) shall reflect the comparative equivalency of Level 2 charging stations to the installed charging stations on the basis of average charge rate per hour. For purposes of this equivalency demonstration, Level 2 charging stations shall be assumed to provide charging capabilities of 25 range-miles per hour.

GHG-3 **Traffic Calming.** The proposed Project developers shall integrate traffic calming measures into the community-wide circulation network to promote reduced speeds and encourage pedestrian and bicycle trips. Prior to the issuance of building permits, the building official shall confirm with the Public Works Director that the applicable Project public improvement plans and specifications include traffic calming measures such as marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others where applicable.

GHG-4 **Pedestrian Connectivity.** The proposed Project developers shall provide as part of the proposed Project and consistent with County requirements and limitations, sidewalks and crosswalks at all streets (along with general pedestrian connectivity throughout the proposed Project) to encourage pedestrian travel and offer an alternative to vehicle trips. The County's Planning and Land Use Division shall confirm that Project plans and specifications include these pedestrian connectivity features prior to the issuance of building permits.

GHG-5 **Internal Trails.** Prior to the issuance of building permits, the County's Planning and Land Use Division shall confirm that Project plans and specifications require a multi-purpose internal trail system that includes an off-road multi-use trail and bike lanes within the street right-of-way.

GHG-6 **Loading Dock Electrical Hookups.** Prior to issuance of building permits, the County's Chief Building Official shall confirm that Project specifications include at least of one electrical hookup in each of the proposed loading docks that is capable of powering a truck-mounted transport refrigeration unit (TRU) with an electrical hookup option.

GHG-7 **GHG Reduction Plan.** Prior to the issuance of the first grading permit, the Project applicant shall prepare and implement a GHG Reduction Plan, to the satisfaction of the County, that demonstrates compliance with BAAQMD 1,100 $MTCO_2e$ GHG threshold (as MBARD does not have GHG thresholds) or other applicable threshold at the time of GHG Reduction Plan preparation. The GHG Reduction Plan may include the following list of potential GHG emissions reduction measures. Refinement of the estimated Project GHG emissions shall be completed as part of the GHG Reduction Plan in order to reflect the most current and accurate data available regarding the proposed Project's estimated emissions (including emission rates). The Project applicant may submit a report to the County that substantiates why specific measures are considered infeasible or at that point in time and identify alternate measures that would achieve equivalent reductions. The recommended measures may be updated as new technologies or methods become available, to the satisfaction of the County. The Project applicant may submit a report to the County that substantiates why specific measures are considered infeasible or at that point in time and identify alternate measures that would achieve equivalent reductions.

Every five years, beginning one year after full operation of the first phase until five years after the last certificate of occupancy of the last phase is issued, the Project applicant shall submit a GHG Emissions Reduction Accounting and Program Effectiveness Report for the proposed Project. The report shall be submitted by December 31 of each reporting year. The report shall include annual GHG emissions for the developed and operational portion

of the proposed Project, whether the emissions meet the applicable GHG target, and if not, additional feasible measures that shall be implemented. Recommended measures for reducing operational GHG emissions are listed below.

Energy Efficiency

- Energy Star Equipment and appliances shall meet or exceed Energy Star2 requirements. This measure shall be verified prior to building permit issuance.
- Roofs shall be classified as "Cool Roof" utilizing reflective surfaces to reduce heat gains. This measure shall be verified prior to building permit issuance.
- Uninterruptible Power Systems for the data center shall be 97 percent efficient. This measure shall be verified prior to building permit issuance.
- Include power management software on data center servers. Economy modes shall be programmed for optimal use. This measure shall be verified prior to building permit issuance.
- Utilize virtualization practices for the data center to consolidate server workloads. This measure shall be verified prior to building permit issuance.
- Utilize install blank panels at empty racks (data center). This measure shall be verified prior to building permit issuance.
- A commissioning agent shall review proposed system design and verify performance of final installation to ensure the proposer installation and construction of energy reduction features.

Heating, Ventilation and Air Conditioning (HVAC)

- Outside Air Economizers (OAE) shall be utilized to cool the top floor of the data center. The OAE controls shall be configured to maximize free cooling. This measure shall be verified prior to building permit issuance.
- Install equipment in active zones of the data center. Avoid waste of HVAC in areas where demand is low. HVAC operations will be adjusted based on demand, but will operate at minimum conditions to satisfy ventilation requirements. This measure shall be verified prior to building permit issuance.
- Utilize economizer modes in the data center– a waterside economizer would be used for chilled water system and an airside economizer would be used for rooftop A.C. units. This measure shall be verified prior to building permit issuance.
- Use a variable refrigerant flow (VFR) system in the data center office space. This measure shall be verified prior to building permit issuance.

Lighting

- Occupancy sensors shall be installed to disable lighting when rooms not in use. Zoned/Dimming lighting controls. This measure shall be verified prior to building permit issuance.

- LED Lighting shall be used throughout the facility. This measure shall be verified prior to building permit issuance.

Landscape and Irrigation

- Gas-powered landscape equipment shall be prohibited in the Covenants, Codes, and Restrictions (CC&Rs) for the proposed Project. Electrical outlets shall be installed on the front and back exteriors of all residential and non-residential structures to enable the use of electric lawn and garden equipment for landscaping maintenance. This measure shall be verified prior to building permit issuance.
- Install water-efficient irrigation systems and landscape design including reduced turf. This measure shall be verified prior to building permit issuance.
- Use recycled water for landscape irrigation. This measure shall be verified prior to building permit issuance.

Waste Reduction

- Reuse, recycle, and divert construction waste, and use locally sourced building materials with a high recycled material content to the greatest extent feasible (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). This measure shall be verified prior to issuance of each respective grading permit.
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas. Recycling bins in the storage areas shall be included to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the proposed Project's regular solid waste disposal program. The Project applicant or its success in interest shall only contract for waste disposal services within a company that recycles waste in compliance with AB 341. This measure shall be implemented prior to issuance of the respective building occupancy permit.

Level of Significance: Significant and unavoidable impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant. As explained above, the Project incorporates all feasible mitigation measures that could be implemented to further reduce the Project's emissions. There are no additional measures available that would further reduce emissions because the majority of the Project's emissions come from mobile sources which are regulated by the State and not the County of San Benito.

5.2 Greenhouse Gas Reduction Plan Compliance

Impact GHG-2 Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?

As discussed above in the Regional and Local Regulatory Section, the County of San Benito does not have a stand-alone Climate Action Plan but includes policies and actions to reduce the generation of GHG emissions within the County. The proposed Project would be consistent with and rely on these goals,

policies, and actions. Therefore, the proposed project would result in a less than significant cumulative impact to global climate change.

The proposed Project would be subject to compliance with all building codes in effect at the time of construction, which include energy conservation measures mandated by California Building Standards Code Title 24 – Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high- efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water-conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. As noted above, the 2022 Title 24, Part 6 Standards (2022 Energy Code) were formally adopted for inclusion into the California Building Standards Code and will go into effect on January 1, 2023. The 2022 Energy includes updated standards including new electric heat pump requirements, the promotion of electric-ready requirements, battery storage panels, dedicated infrastructure to allow for the conversion from natural gas to electricity, and the expansion of solar photovoltaic and battery storage standards.

The proposed Project would comply with SB X7-7, which requires California to achieve a 20 percent reduction in urban per capita water use by 2020. As well as implement best management practices for water conservation to achieve the County's water conservation goals.

The proposed Project demonstrates consistency with the General Plan goals, measures, and emission reduction targets, and would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and S.B. 32. Therefore, Project impacts would be less than significant.

Table 6: Project Consistency with General Plan Policies

General Plan Policy Number	General Plan Policy	Project Consistency
LU-2.1	**Sustainable Building Practices**. The County shall promote, and where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water, and other resources; facilitate natural ventilation; use daylight efficiently; and are healthy, safe, comfortable, and durable.	**Consistent.** The Project would incorporate sustainable and green design principles. These include reducing water for landscaping, harvest and control stormwater runoff, use recycled and local building materials, orient buildings to accommodate solar exposure and create pedestrian friendly areas to name a few.
LU-2.2	**Green Sustainable Building Practices**. The County shall encourage sustainable building practices that go beyond the minimum requirements of the Title 24 CalGreen Code (i.e., Tier 1 or Tier 2 measures) and to design new buildings to achieve a green building standard such as Leadership in Energy and Environmental Design (LEED).	**Consistent.** The Project would be implemented and build in compliance with Title 24 CalGreen requirements.
LU-2.4	**Solar Access**. The County shall encourage new residential subdivisions and new commercial, office, industrial, and public buildings to be oriented and	**Consistent.** The proposed Project's lighting would be designed in compliance with General Plan

	landscaped to enhance natural lighting and solar access in order to maximize energy efficiency.	Policies to orient buildings to accommodate solar exposure.
LU-2.5	**Green Building Standard**. The County shall require all new County buildings be constructed to green building standards, such as Leadership in Energy and Environmental Design (LEED), and all existing County buildings to be retrofitted with energy-efficient technologies.	**Not Applicable.** The proposed Project does not include County buildings.
PFS-8.7	**Renewable Energy Grid-Connections**. The County shall coordinate with public utility providers to design their facilities so that private and public on-site renewable energy facilities (e.g., solar, wind, biomass, geothermal) can connect to the larger electricity grid.	**Consistent.** This is a County policy, however the proposed Project would include rooftop, ground mounted, and carport solar to meet a portion of the project's energy demand.
HS-5.7	**Greenhouse Gas Emission Reductions**. The County shall promote greenhouse gas emission reductions by supporting carbon-efficient farming methods (e.g., methane capture systems, no-till farming, crop rotation, cover cropping); supporting the installation of renewable energy technologies; and protecting grasslands, open space, oak woodlands, riparian forest and farmlands from conversion to urban uses.	**Consistent.** The proposed Project includes over 225 acres of land reserved for agriculture uses, as well as two biological preserves to protect sensitive plant and animal species.
HS-5.8	**GHG Reduction Targets**. The County shall strive to reduce greenhouse gas (GHG) emissions by 15 percent below 2010 levels by 2020, and establish a long-term goal to reduce GHG emissions by 80 percent below 1990 levels by 2050.	**Consistent.** The proposed Project would not conflict with County implementation of this policy. The Project includes **MM GHG-1** through **GHG-7** which would reduce emissions and operational VMT, and the related GHG emissions.
HS-5.9	**GHG Reduction Monitoring**. The County shall monitor progress in meeting its greenhouse gas reduction targets and make appropriate adjustments to its programs and standards to further efforts to achieve GHG reduction targets.	**Consistent.** While this is a County policy to monitor GHG reduction, the proposed Project would include a TDM Plan, electric vehicle chargers, and GHG Reduction Plan (**MM GHG-1, MM GHG-2, and MM GHG-7**).
HS-5.13	**Reduce Air Pollution from Wood Burning**. No permanently installed wood-burning devices shall be allowed in any new development, except when necessary for food preparation in a restaurant or other commercial establishment serving food.	**Consistent**. The proposed Project does not include any wood burning devices except potentially those included in the restaurant uses.

CARB Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by

the year 2020. Pursuant to the requirements in AB 32, the ARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program.

The latest CARB Climate Change Scoping Plan (2017) outlines the state's strategy to reduce state's GHG emissions to return to 40 percent below 1990 levels by 2030 pursuant to S.B. 32. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the First Update to the Climate Change Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions would be adopted as required to achieve statewide GHG emissions targets.

As shown in **Table 7: Project Consistency with Applicable CARB Scoping Plan** the proposed Project is consistent with most of the strategies, while others are not applicable to the Proposed Project.

Table 7: Project Consistency with Applicable CARB Scoping Plan

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	California Light-Duty Vehicle Greenhouse Gas Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The proposed Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the proposed project would be required to comply with the Pavley emissions standards.
		2012 LEV III Amendments to the California Greenhouse Gas and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve Greenhouse Gas Emission Reductions Sub article 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The proposed Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the proposed Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related Greenhouse Gas Targets	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The proposed Project would provide development in the region that is consistent with the growth projections in the Metropolitan Transportation Plan/Sustainable Communities Strategy (AMBAG 2040).
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The proposed Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas Regulation	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The proposed Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the proposed project would be required to comply with the requirements of this regulation.

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	High Speed Rail	Funded under SB 862	**Not applicable**. This is a statewide measure that cannot be implemented by a Project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The proposed Project would not conflict with implementation of this measure. The proposed Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent**. The proposed Project would obtain electricity from the electric utility, PG&E. PG&E obtained 33 percent of its power supply from renewable sources in 2016. Therefore, the utility would provide power when needed on-site that is composed of a greater percentage of renewable sources.
		SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program	Tax incentive program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The proposed Project would include ground mounted, carport, and rooftop solar that would offset a portion of the Project's electricity demand.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The proposed Project would comply with the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The proposed Project would also comply with the County's water conservation plan.
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State goal is to increase the use of green building practices. The proposed Project would implement required green building strategies through existing regulation that requires

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			the proposed Project to comply with various CalGreen requirements.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Consistent.** The proposed Project includes light industrial uses such as research & development, industrial park, and warehouse. However, the proposed project would comply with CARB Mandatory Reporting Regulation.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The proposed Project would not conflict with implementation of these measures. The proposed Project is required to achieve the recycling mandates via compliance with the CALGreen code. The County has consistently achieved its state recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The Project site is in an area designated for agriculture. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Consistent**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The proposed Project includes over 2.6 million square feet of warehouse (conservatively modeled as refrigerated although end-user is unknown). However, the proposed project would be required to comply with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Consistent**. The Project site is designated for agriculture and rangeland. However, approximately 561 acres would remain undeveloped and continue largely in agricultural production. The Project site is not a covered entity under the Cap and Trade program, and therefore would not conflict with this measure.

Source: California Air Resources Board (CARB), California's 2017 Climate Change Scoping Plan, 2017b and CARB, Climate Change Scoping Plan, December 2008.

As noted above, the proposed Project including mitigation would emit approximately 18,142 $MTCO_2e$ per year during the initial phase and approximately 214,267 $MTCO_2e$ per year during the future phase (for a total of 232,409 $MTCO_2e$ per year), directly from on-site activities and indirectly from off-site motor vehicles. Also, as demonstrated in **Table 7: Project Consistency with Applicable CARB Scoping Plan**, the proposed Project would not conflict with the CARB Scoping Plan. GHG emissions caused by long-term operation of the proposed would be significant and unavoidable.

Appendix B, Local Action, of the 2017 CARB Scoping Plan lists potential actions that support the State's climate goals. However, the Scoping Plan notes that the applicability and performance of the actions may vary across the regions. The document is organized into two categories (A) examples of plan-level GHG reduction actions that could be implemented by local governments and (B) examples of on-site project design features, mitigation measures, that could be required of individual projects under CEQA, if feasible, when the local jurisdiction is the lead agency.

The proposed Project would include a number of the potential mitigation measures for construction and operation. For example, the Scoping Plan's construction measures include enforcing idling time restrictions on construction vehicles, requiring construction vehicles to operate highest tier engines commercially available, diverting and recycling construction waste, minimizing tree removal, and increase use of electric and renewable fuel-powered construction equipment and require renewable diesel fuel where commercially available. These measures are consistent with the requirements in **MM AQ-1** through **MM AQ-3**, which require the minimization of idling, the use of clean off-road engines, and the recycling of construction waste.

As indicated above, GHG reductions are also achieved as a result of State of California energy and water efficiency requirements for new non-residential developments. These efficiency improvements correspond to reductions in secondary GHG emissions. For example, in California, most of the electricity that powers homes is derived from natural gas combustion. Therefore, energy-saving measures, such as Title 24, reduces GHG emissions from the power generation facilities by reducing load demand.

The proposed Project would be required to comply with existing regulations, including applicable measures from the County's General Plan, or would be directly affected by the outcomes (vehicle trips and energy consumption would be less carbon-intensive due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards). As such, the proposed Project would not conflict with any other state-level regulations pertaining to GHGs.

As demonstrated in **Table 7: Project Consistency with Applicable CARB Scoping Plan** above, the proposed Project would not conflict with the CARB Scoping Plan. GHG emissions caused by long-term operation of the proposed Project would be less than cumulatively considerable.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, S.B. 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

5.3 Cumulative Setting, Impacts, and Mitigation Measures

Cumulative Setting

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

Cumulative Impacts

It is generally the case that an individual project of the proposed Project's size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHG emissions would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed project as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions.

6 REFERENCES

1. California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, August 2010.
2. California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* 2017.
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4. Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007.
5. Intergovernmental Panel on Climate Change, *Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013.
6. National Research Council, *Advancing the Science of Climate Change*, 2010.
7. State of California, *Code of Regulations Section 15065.5a*, 2018.
8. San Benito County. 2015. *2035 General Plan*.
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10. U.S. Energy Information Administration, *Commercial Buildings Energy Consumption Survey. Table PBA4. Electricity consumption totals and conditional intensities by building activity subcategories*, 2012.
11. U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018.
12. U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, 2010.
13. U.S. EPA, *Overview of Greenhouse Gases*, 2018.

Appendix A

Greenhouse Gas Emissions Data

Date: 5/16/2022 11:58 PM

SVIP- Existing Use - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

SVIP- Existing Use

San Benito County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	7.52	Acre	7.52	327,571.20	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.5	**Precipitation Freq (Days)**	50
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City Park used for agricultural use

Construction Phase - No Construction

Demolition - No demolition

Grading - No construction

Vehicle Trips - Existing vehicle trips

Energy Use -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	5/27/2022	4/29/2022
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	1.96	39.92
tblVehicleTrips	SU_TR	2.19	39.92
tblVehicleTrips	WD_TR	0.78	39.92

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

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

Mitigated Construction

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

SVIP- Existing Use - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

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

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.0900e-003	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9000e-004	1.9000e-004	0.0000	0.0000	2.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2122	0.4893	2.0378	4.3500e-003	0.3795	5.5000e-003	0.3850	0.1016	5.2000e-003	0.1068	0.0000	404.4272	404.4272	0.0241	0.0264	412.8883
Waste						0.0000	0.0000		0.0000	0.0000	0.1319	0.0000	0.1319	7.8000e-003	0.0000	0.3269
Water						0.0000	0.0000		0.0000	0.0000	0.0000	2.9015	2.9015	4.7000e-004	6.0000e-005	2.9302
Total	**0.2153**	**0.4893**	**2.0379**	**4.3500e-003**	**0.3795**	**5.5000e-003**	**0.3850**	**0.1016**	**5.2000e-003**	**0.1068**	**0.1319**	**407.3289**	**407.4609**	**0.0324**	**0.0264**	**416.1457**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.0900e-003	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9000e-004	1.9000e-004	0.0000	0.0000	2.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2122	0.4893	2.0378	4.3500e-003	0.3795	5.5000e-003	0.3850	0.1016	5.2000e-003	0.1068	0.0000	404.4272	404.4272	0.0241	0.0264	412.8883
Waste						0.0000	0.0000		0.0000	0.0000	0.1319	0.0000	0.1319	7.8000e-003	0.0000	0.3269
Water						0.0000	0.0000		0.0000	0.0000	0.0000	2.9015	2.9015	4.7000e-004	6.0000e-005	2.9302
Total	**0.2153**	**0.4893**	**2.0379**	**4.3500e-003**	**0.3795**	**5.5000e-003**	**0.3850**	**0.1016**	**5.2000e-003**	**0.1068**	**0.1319**	**407.3289**	**407.4609**	**0.0324**	**0.0264**	**416.1457**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2022	4/29/2022	5	0	

SVIP- Existing Use - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

SVIP- Existing Use - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2122	0.4893	2.0378	4.3500e-003	0.3795	5.5000e-003	0.3850	0.1016	5.2000e-003	0.1068	0.0000	404.4272	404.4272	0.0241	0.0264	412.8883
Unmitigated	0.2122	0.4893	2.0378	4.3500e-003	0.3795	5.5000e-003	0.3850	0.1016	5.2000e-003	0.1068	0.0000	404.4272	404.4272	0.0241	0.0264	412.8883

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	300.20	300.20	300.20	1,013,281	1,013,281
Total	300.20	300.20	300.20	1,013,281	1,013,281

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	14.70	6.60	6.60	33.00	48.00	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.476031	0.047375	0.168776	0.169690	0.039904	0.009428	0.009279	0.038769	0.000498	0.000324	0.033432	0.000892	0.005601

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

SVIP- Existing Use - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000

SVIP- Existing Use - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.0900e-003	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9000e-004	1.9000e-004	0.0000	0.0000	2.0000e-004
Unmitigated	3.0900e-003	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9000e-004	1.9000e-004	0.0000	0.0000	2.0000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9000e-004	1.9000e-004	0.0000	0.0000	2.0000e-004
Total	**3.0900e-003**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.9000e-004**	**1.9000e-004**	**0.0000**	**0.0000**	**2.0000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9000e-004	1.9000e-004	0.0000	0.0000	2.0000e-004
Total	**3.0900e-003**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.9000e-004**	**1.9000e-004**	**0.0000**	**0.0000**	**2.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

SVIP- Existing Use - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.9015	4.7000e-004	6.0000e-005	2.9302
Unmitigated	2.9015	4.7000e-004	6.0000e-005	2.9302

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 8.95994	2.9015	4.7000e-004	6.0000e-005	2.9302
Total		**2.9015**	**4.7000e-004**	**6.0000e-005**	**2.9302**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 8.95994	2.9015	4.7000e-004	6.0000e-005	2.9302
Total		**2.9015**	**4.7000e-004**	**6.0000e-005**	**2.9302**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1319	7.8000e-003	0.0000	0.3269
Unmitigated	0.1319	7.8000e-003	0.0000	0.3269

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.65	0.1319	7.8000e-003	0.0000	0.3269

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total		**0.1319**	**7.8000e-003**	**0.0000**	**0.3269**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.65	0.1319	7.8000e-003	0.0000	0.3269
Total		**0.1319**	**7.8000e-003**	**0.0000**	**0.3269**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	10.00	1000sqft	0.23	10,000.00	0
Research & Development	500.00	1000sqft	11.48	500,000.00	0
Junior College (2yr)	26.68	1000sqft	0.61	26,680.00	0
Other Asphalt Surfaces	578.50	Acre	578.50	25,199,460.00	0
City Park	586.00	Acre	586.00	25,526,160.00	0
Fast Food Restaurant w/o Drive Thru	5.00	1000sqft	1.00	5,000.00	0
High Turnover (Sit Down Restaurant)	5.00	1000sqft	1.00	5,000.00	0
Motel	40.00	Room	1.80	78,408.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.5	**Precipitation Freq (Days)**	50
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
Land Use - Land Use and lot acreage per Specific Plan and TIA
Construction Phase - Anticipated construction schedule
Off-road Equipment -
Off-road Equipment - Estimated construction equipment
Off-road Equipment -
Off-road Equipment -
Trips and VMT - Adjusted worker and vendor trips
Demolition - Demolition from existing structures onsite
Grading - Site balanced
Architectural Coating - Mitigation measure low VOC paint
Vehicle Trips - Vehicle trips and VMT per TIA
Energy Use - Title 24 and Non-Title 24 combined in Energy report
Land Use Change - Buildout land area converted into Ag land. Grassland converted includes Pajaro River Park and Channel Greenway
Construction Off-road Equipment Mitigation - Per MBARD dust control measures
Mobile Land Use Mitigation -
Area Mitigation - Mitigation measure requires low VOC paint
Energy Mitigation -
Water Mitigation -
Waste Mitigation - Per AB 939

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	10.00
tblArchitecturalCoating	EF_Parking	150.00	10.00
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00

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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10,000.00	10.00
tblConstructionPhase	NumDays	6,000.00	20.00
tblConstructionPhase	NumDays	15,500.00	59.00
tblConstructionPhase	NumDays	11,000.00	478.00
tblConstructionPhase	NumDays	155,000.00	369.00
tblConstructionPhase	NumDays	11,000.00	347.00
tblEnergyUse	NT24E	22.30	0.00
tblEnergyUse	NT24E	7.84	0.00
tblEnergyUse	NT24E	22.30	0.00
tblEnergyUse	NT24E	2.27	0.00
tblEnergyUse	NT24E	3.22	0.00
tblEnergyUse	NT24E	3.70	0.00
tblEnergyUse	T24E	4.52	68.66
tblEnergyUse	T24E	5.45	68.66
tblEnergyUse	T24E	4.52	68.66
tblEnergyUse	T24E	2.44	68.66
tblEnergyUse	T24E	1.83	68.66
tblEnergyUse	T24E	1.32	68.66
tblLandUse	LotAcreage	0.11	1.00
tblLandUse	LotAcreage	0.11	1.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	VendorTripNumber	8,416.00	4,233.00
tblTripsAndVMT	WorkerTripNumber	21,516.00	8,318.00
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	ST_TR	1.96	0.50
tblVehicleTrips	ST_TR	696.00	450.80
tblVehicleTrips	ST_TR	0.00	22.60
tblVehicleTrips	ST_TR	122.40	107.20
tblVehicleTrips	ST_TR	11.23	1.20
tblVehicleTrips	ST_TR	3.35	4.05
tblVehicleTrips	ST_TR	1.90	3.97
tblVehicleTrips	SU_TR	2.19	0.50
tblVehicleTrips	SU_TR	500.00	450.80
tblVehicleTrips	SU_TR	0.00	22.60
tblVehicleTrips	SU_TR	142.64	107.20
tblVehicleTrips	SU_TR	1.21	1.20
tblVehicleTrips	SU_TR	3.35	4.05
tblVehicleTrips	SU_TR	1.11	3.97
tblVehicleTrips	WD_TR	0.78	0.50
tblVehicleTrips	WD_TR	346.23	450.80
tblVehicleTrips	WD_TR	22.59	22.60
tblVehicleTrips	WD_TR	112.18	107.20
tblVehicleTrips	WD_TR	20.25	1.20
tblVehicleTrips	WD_TR	3.35	4.05
tblVehicleTrips	WD_TR	11.26	3.97

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Year	tons/yr										MT/yr					
2021	0.3287	2.3704	1.7630	3.3500e-003	0.5044	0.1091	0.6135	0.2164	0.1005	0.3168	0.0000	294.9199	294.9199	0.0891	1.1900e-003	297.5001
2022	0.5637	1.4525	1.9666	3.1800e-003	0.0242	0.0740	0.0981	6.4200e-003	0.0680	0.0745	0.0000	279.8173	279.8173	0.0847	5.4000e-004	282.0953
2023	2.4657	13.2767	20.6736	0.0929	6.8842	0.1712	7.0554	1.8614	0.1608	2.0221	0.0000	8,723.8640	8,723.8640	0.2028	0.7103	8,940.5965
2024	6.3789	30.8965	54.7980	0.2511	20.8746	0.3313	21.2059	5.6257	0.3128	5.9384	0.0000	23,685.2715	23,685.2715	0.4151	1.7753	24,224.6793
2025	1.7970	1.0176	12.1903	0.0414	5.1993	0.0285	5.2278	1.3819	0.0267	1.4086	0.0000	3,912.3875	3,912.3875	0.0814	0.0903	3,941.3361
Maximum	**6.3789**	**30.8965**	**54.7980**	**0.2511**	**20.8746**	**0.3313**	**21.2059**	**5.6257**	**0.3128**	**5.9384**	**0.0000**	**23,685.2715**	**23,685.2715**	**0.4151**	**1.7753**	**24,224.6793**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1481	0.1866	1.9172	3.3500e-003	0.2250	5.4400e-003	0.2304	0.0950	5.4300e-003	0.1004	0.0000	294.9195	294.9195	0.0891	1.1900e-003	297.4998
2022	0.4568	0.1642	2.3196	3.1800e-003	0.0229	4.9900e-003	0.0279	6.1200e-003	4.9800e-003	0.0111	0.0000	279.8170	279.8170	0.0847	5.4000e-004	282.0950
2023	2.3528	11.9623	20.9558	0.0929	6.5399	0.1026	6.6424	1.7768	0.0975	1.8743	0.0000	8,723.8636	8,723.8636	0.2028	0.7103	8,940.5962
2024	6.2427	29.3946	54.9910	0.2511	19.8228	0.2578	20.0805	5.3675	0.2441	5.6115	0.0000	23,685.2711	23,685.2711	0.4151	1.7753	24,224.6789
2025	1.7832	0.9185	12.1925	0.0414	4.9293	0.0239	4.9532	1.3157	0.0220	1.3377	0.0000	3,912.3875	3,912.3875	0.0814	0.0903	3,941.3361
Maximum	**6.2427**	**29.3946**	**54.9910**	**0.2511**	**19.8228**	**0.2578**	**20.0805**	**5.3675**	**0.2441**	**5.6115**	**0.0000**	**23,685.2711**	**23,685.2711**	**0.4151**	**1.7753**	**24,224.6789**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.77**	**13.03**	**-1.08**	**0.00**	**5.81**	**44.73**	**6.63**	**5.84**	**44.07**	**8.46**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2021	8-31-2021	1.5397	0.1291
2	9-1-2021	11-30-2021	0.9365	0.1496
3	12-1-2021	2-28-2022	0.5206	0.1541
4	3-1-2022	5-31-2022	0.5096	0.1570
5	6-1-2022	8-31-2022	0.5094	0.1568
6	9-1-2022	11-30-2022	0.5043	0.1555
7	12-1-2022	2-28-2023	0.4775	0.1537
8	3-1-2023	5-31-2023	0.4763	0.1566
9	6-1-2023	8-31-2023	3.0647	2.7136
10	9-1-2023	11-30-2023	9.0201	8.6051
11	12-1-2023	2-29-2024	9.0674	8.6735
12	3-1-2024	5-31-2024	8.6752	8.2880
13	6-1-2024	8-31-2024	9.4599	9.0320
14	9-1-2024	11-30-2024	9.8458	9.4225
15	12-1-2024	2-28-2025	4.0995	3.9309
16	3-1-2025	5-31-2025	0.9598	0.9218
17	6-1-2025	8-31-2025	0.9218	0.8837
18	9-1-2025	9-30-2025	0.3006	0.2882
		Highest	9.8458	9.4225

2.2 Overall Operational

Unmitigated Operational

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.2725	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0435	0.0435	1.1000e-004	0.0000	0.0463
Energy	0.1046	0.9513	0.7991	5.7100e-003		0.0723	0.0723		0.0723	0.0723	0.0000	5,181.8101	5,181.8101	0.6906	0.1003	5,228.9629
Mobile	4.1225	10.0428	43.4652	0.1068	10.3391	0.1148	10.4539	2.7665	0.1083	2.8748	0.0000	10,108.8536	10,108.8536	0.4863	0.6084	10,302.3047
Waste						0.0000	0.0000		0.0000	0.0000	55.0857	0.0000	55.0857	3.2555	0.0000	136.4724
Water						0.0000	0.0000		0.0000	0.0000	80.3262	354.0190	434.3452	8.3075	0.2018	702.1551
Total	**9.4996**	**10.9942**	**44.2866**	**0.1125**	**10.3391**	**0.1872**	**10.5263**	**2.7665**	**0.1807**	**2.9472**	**135.4119**	**15,644.7261**	**15,780.1380**	**12.7401**	**0.9104**	**16,369.9413**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.2725	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0435	0.0435	1.1000e-004	0.0000	0.0463
Energy	0.1046	0.9513	0.7991	5.7100e-003		0.0723	0.0723		0.0723	0.0723	0.0000	5,181.8101	5,181.8101	0.6906	0.1003	5,228.9629
Mobile	4.1225	10.0428	43.4652	0.1068	10.3391	0.1148	10.4539	2.7665	0.1083	2.8748	0.0000	10,108.8536	10,108.8536	0.4863	0.6084	10,302.3047
Waste						0.0000	0.0000		0.0000	0.0000	27.5428	0.0000	27.5428	1.6277	0.0000	68.2362
Water						0.0000	0.0000		0.0000	0.0000	64.2610	314.8043	379.0652	6.6512	0.1620	593.6255
Total	**9.4996**	**10.9942**	**44.2866**	**0.1125**	**10.3391**	**0.1872**	**10.5263**	**2.7665**	**0.1807**	**2.9472**	**91.8038**	**15,605.5113**	**15,697.3151**	**9.4559**	**0.8707**	**16,193.1755**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**32.20**	**0.25**	**0.52**	**25.78**	**4.36**	**1.08**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-10,316.1800
Total	**-10,316.1800**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/14/2021	5	10	
2	Site Preparation	Site Preparation	6/15/2021	7/12/2021	5	20	
3	Grading	Grading	7/13/2021	10/1/2021	5	59	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	10/2/2021	8/2/2023	5	478	
5	Building Construction	Building Construction	8/3/2023	12/31/2024	5	369	
6	Architectural Coating	Architectural Coating	6/1/2024	9/30/2025	5	347	

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 177

Acres of Paving: 578.5

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 937,632; Non-Residential Outdoor: 312,544; Striped Parking Area: 1,511,968

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	168.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,318.00	4,233.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4,303.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					0.0184	0.0000	0.0184	2.7800e-003	0.0000	2.7800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0158	0.1572	0.1078	1.9000e-004		7.7600e-003	7.7600e-003		7.2100e-003	7.2100e-003	0.0000	17.0004	17.0004	4.7800e-003	0.0000	17.1200
Total	**0.0158**	**0.1572**	**0.1078**	**1.9000e-004**	**0.0184**	**7.7600e-003**	**0.0261**	**2.7800e-003**	**7.2100e-003**	**9.9900e-003**	**0.0000**	**17.0004**	**17.0004**	**4.7800e-003**	**0.0000**	**17.1200**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.5000e-004	0.0146	2.9400e-003	5.0000e-005	1.4300e-003	2.1000e-004	1.6400e-003	3.9000e-004	2.0000e-004	5.9000e-004	0.0000	4.9887	4.9887	2.0000e-005	7.8000e-004	5.2229
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.8000e-004	3.0100e-003	1.0000e-005	9.3000e-004	1.0000e-005	9.3000e-004	2.5000e-004	0.0000	2.5000e-004	0.0000	0.7688	0.7688	2.0000e-005	2.0000e-005	0.7761
Total	**7.9000e-004**	**0.0149**	**5.9500e-003**	**6.0000e-005**	**2.3600e-003**	**2.2000e-004**	**2.5700e-003**	**6.4000e-004**	**2.0000e-004**	**8.4000e-004**	**0.0000**	**5.7575**	**5.7575**	**4.0000e-005**	**8.0000e-004**	**5.9990**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.8600e-003	0.0000	7.8600e-003	1.1900e-003	0.0000	1.1900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0100	0.1164	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	17.0004	17.0004	4.7800e-003	0.0000	17.1200
Total	**2.3100e-003**	**0.0100**	**0.1164**	**1.9000e-004**	**7.8600e-003**	**3.1000e-004**	**8.1700e-003**	**1.1900e-003**	**3.1000e-004**	**1.5000e-003**	**0.0000**	**17.0004**	**17.0004**	**4.7800e-003**	**0.0000**	**17.1200**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.5000e-004	0.0146	2.9400e-003	5.0000e-005	1.3700e-003	2.1000e-004	1.5800e-003	3.8000e-004	2.0000e-004	5.8000e-004	0.0000	4.9887	4.9887	2.0000e-005	7.8000e-004	5.2229
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.8000e-004	3.0100e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.9000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.7688	0.7688	2.0000e-005	2.0000e-005	0.7761
Total	**7.9000e-004**	**0.0149**	**5.9500e-003**	**6.0000e-005**	**2.2500e-003**	**2.2000e-004**	**2.4700e-003**	**6.2000e-004**	**2.0000e-004**	**8.2000e-004**	**0.0000**	**5.7575**	**5.7575**	**4.0000e-005**	**8.0000e-004**	**5.9990**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					0.1966	0.0000	0.1966	0.1010	0.0000	0.1010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1966**	**0.0204**	**0.2170**	**0.1010**	**0.0188**	**0.1198**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	6.7000e-004	7.2400e-003	2.0000e-005	2.2300e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8451	1.8451	5.0000e-005	5.0000e-005	1.8626
Total	**8.1000e-004**	**6.7000e-004**	**7.2400e-003**	**2.0000e-005**	**2.2300e-003**	**1.0000e-005**	**2.2400e-003**	**5.9000e-004**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**1.8451**	**1.8451**	**5.0000e-005**	**5.0000e-005**	**1.8626**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0840	0.0000	0.0840	0.0432	0.0000	0.0432	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6600e-003	0.0202	0.2087	3.8000e-004		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**4.6600e-003**	**0.0202**	**0.2087**	**3.8000e-004**	**0.0840**	**6.2000e-004**	**0.0847**	**0.0432**	**6.2000e-004**	**0.0438**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	6.7000e-004	7.2400e-003	2.0000e-005	2.1100e-003	1.0000e-005	2.1300e-003	5.6000e-004	1.0000e-005	5.8000e-004	0.0000	1.8451	1.8451	5.0000e-005	5.0000e-005	1.8626
Total	**8.1000e-004**	**6.7000e-004**	**7.2400e-003**	**2.0000e-005**	**2.1100e-003**	**1.0000e-005**	**2.1300e-003**	**5.6000e-004**	**1.0000e-005**	**5.8000e-004**	**0.0000**	**1.8451**	**1.8451**	**5.0000e-005**	**5.0000e-005**	**1.8626**

3.4 Grading - 2021

Unmitigated Construction On-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					0.2715	0.0000	0.2715	0.1078	0.0000	0.1078	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1236	1.3688	0.9109	1.8300e-003		0.0586	0.0586		0.0539	0.0539	0.0000	160.7602	160.7602	0.0520	0.0000	162.0600
Total	**0.1236**	**1.3688**	**0.9109**	**1.8300e-003**	**0.2715**	**0.0586**	**0.3301**	**0.1078**	**0.0539**	**0.1617**	**0.0000**	**160.7602**	**160.7602**	**0.0520**	**0.0000**	**162.0600**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6600e-003	2.1900e-003	0.0237	7.0000e-005	7.3100e-003	4.0000e-005	7.3500e-003	1.9400e-003	4.0000e-005	1.9800e-003	0.0000	6.0477	6.0477	1.8000e-004	1.8000e-004	6.1053
Total	**2.6600e-003**	**2.1900e-003**	**0.0237**	**7.0000e-005**	**7.3100e-003**	**4.0000e-005**	**7.3500e-003**	**1.9400e-003**	**4.0000e-005**	**1.9800e-003**	**0.0000**	**6.0477**	**6.0477**	**1.8000e-004**	**1.8000e-004**	**6.1053**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1161	0.0000	0.1161	0.0461	0.0000	0.0461	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0225	0.0974	0.9735	1.8300e-003		3.0000e-003	3.0000e-003		3.0000e-003	3.0000e-003	0.0000	160.7600	160.7600	0.0520	0.0000	162.0598
Total	**0.0225**	**0.0974**	**0.9735**	**1.8300e-003**	**0.1161**	**3.0000e-003**	**0.1191**	**0.0461**	**3.0000e-003**	**0.0491**	**0.0000**	**160.7600**	**160.7600**	**0.0520**	**0.0000**	**162.0598**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6600e-003	2.1900e-003	0.0237	7.0000e-005	6.9300e-003	4.0000e-005	6.9700e-003	1.8500e-003	4.0000e-005	1.8900e-003	0.0000	6.0477	6.0477	1.8000e-004	1.8000e-004	6.1053
Total	**2.6600e-003**	**2.1900e-003**	**0.0237**	**7.0000e-005**	**6.9300e-003**	**4.0000e-005**	**6.9700e-003**	**1.8500e-003**	**4.0000e-005**	**1.8900e-003**	**0.0000**	**6.0477**	**6.0477**	**1.8000e-004**	**1.8000e-004**	**6.1053**

3.5 Paving - 2021

Unmitigated Construction On-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.0408	0.4199	0.4762	7.4000e-004		0.0220	0.0220		0.0203	0.0203	0.0000	65.0763	65.0763	0.0211	0.0000	65.6025
Paving	0.1031					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1439**	**0.4199**	**0.4762**	**7.4000e-004**		**0.0220**	**0.0220**		**0.0203**	**0.0203**	**0.0000**	**65.0763**	**65.0763**	**0.0211**	**0.0000**	**65.6025**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1900e-003	1.8100e-003	0.0196	5.0000e-005	6.0400e-003	3.0000e-005	6.0800e-003	1.6100e-003	3.0000e-005	1.6400e-003	0.0000	4.9970	4.9970	1.5000e-004	1.5000e-004	5.0446
Total	**2.1900e-003**	**1.8100e-003**	**0.0196**	**5.0000e-005**	**6.0400e-003**	**3.0000e-005**	**6.0800e-003**	**1.6100e-003**	**3.0000e-005**	**1.6400e-003**	**0.0000**	**4.9970**	**4.9970**	**1.5000e-004**	**1.5000e-004**	**5.0446**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1200e-003	0.0395	0.5621	7.4000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	65.0762	65.0762	0.0211	0.0000	65.6024
Paving	0.1031					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1122**	**0.0395**	**0.5621**	**7.4000e-004**		**1.2200e-003**	**1.2200e-003**		**1.2200e-003**	**1.2200e-003**	**0.0000**	**65.0762**	**65.0762**	**0.0211**	**0.0000**	**65.6024**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1900e-003	1.8100e-003	0.0196	5.0000e-005	5.7300e-003	3.0000e-005	5.7600e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.9970	4.9970	1.5000e-004	1.5000e-004	5.0446
Total	**2.1900e-003**	**1.8100e-003**	**0.0196**	**5.0000e-005**	**5.7300e-003**	**3.0000e-005**	**5.7600e-003**	**1.5300e-003**	**3.0000e-005**	**1.5600e-003**	**0.0000**	**4.9970**	**4.9970**	**1.5000e-004**	**1.5000e-004**	**5.0446**

3.5 Paving - 2022

Unmitigated Construction On-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.1434	1.4462	1.8955	2.9600e-003		0.0738	0.0738		0.0679	0.0679	0.0000	260.3583	260.3583	0.0842	0.0000	262.4634
Paving	0.4122					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.5556**	**1.4462**	**1.8955**	**2.9600e-003**		**0.0738**	**0.0738**		**0.0679**	**0.0679**	**0.0000**	**260.3583**	**260.3583**	**0.0842**	**0.0000**	**262.4634**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1200e-003	6.2500e-003	0.0711	2.1000e-004	0.0242	1.3000e-004	0.0243	6.4200e-003	1.2000e-004	6.5400e-003	0.0000	19.4591	19.4591	5.2000e-004	5.4000e-004	19.6319
Total	**8.1200e-003**	**6.2500e-003**	**0.0711**	**2.1000e-004**	**0.0242**	**1.3000e-004**	**0.0243**	**6.4200e-003**	**1.2000e-004**	**6.5400e-003**	**0.0000**	**19.4591**	**19.4591**	**5.2000e-004**	**5.4000e-004**	**19.6319**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0365	0.1580	2.2484	2.9600e-003		4.8600e-003	4.8600e-003		4.8600e-003	4.8600e-003	0.0000	260.3579	260.3579	0.0842	0.0000	262.4631
Paving	0.4122					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.4487**	**0.1580**	**2.2484**	**2.9600e-003**		**4.8600e-003**	**4.8600e-003**		**4.8600e-003**	**4.8600e-003**	**0.0000**	**260.3579**	**260.3579**	**0.0842**	**0.0000**	**262.4631**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1200e-003	6.2500e-003	0.0711	2.1000e-004	0.0229	1.3000e-004	0.0230	6.1200e-003	1.2000e-004	6.2300e-003	0.0000	19.4591	19.4591	5.2000e-004	5.4000e-004	19.6319
Total	**8.1200e-003**	**6.2500e-003**	**0.0711**	**2.1000e-004**	**0.0229**	**1.3000e-004**	**0.0230**	**6.1200e-003**	**1.2000e-004**	**6.2300e-003**	**0.0000**	**19.4591**	**19.4591**	**5.2000e-004**	**5.4000e-004**	**19.6319**

3.5 Paving - 2023

Unmitigated Construction On-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.0790	0.7797	1.1157	1.7400e-003		0.0390	0.0390		0.0359	0.0359	0.0000	153.2055	153.2055	0.0496	0.0000	154.4443
Paving	0.2426					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.3216**	**0.7797**	**1.1157**	**1.7400e-003**		**0.0390**	**0.0390**		**0.0359**	**0.0359**	**0.0000**	**153.2055**	**153.2055**	**0.0496**	**0.0000**	**154.4443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4300e-003	3.1900e-003	0.0382	1.2000e-004	0.0142	7.0000e-005	0.0143	3.7800e-003	7.0000e-005	3.8500e-003	0.0000	11.1582	11.1582	2.7000e-004	2.9000e-004	11.2511
Total	**4.4300e-003**	**3.1900e-003**	**0.0382**	**1.2000e-004**	**0.0142**	**7.0000e-005**	**0.0143**	**3.7800e-003**	**7.0000e-005**	**3.8500e-003**	**0.0000**	**11.1582**	**11.1582**	**2.7000e-004**	**2.9000e-004**	**11.2511**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0215	0.0930	1.3231	1.7400e-003		2.8600e-003	2.8600e-003		2.8600e-003	2.8600e-003	0.0000	153.2054	153.2054	0.0496	0.0000	154.4441
Paving	0.2426					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2640**	**0.0930**	**1.3231**	**1.7400e-003**		**2.8600e-003**	**2.8600e-003**		**2.8600e-003**	**2.8600e-003**	**0.0000**	**153.2054**	**153.2054**	**0.0496**	**0.0000**	**154.4441**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4300e-003	3.1900e-003	0.0382	1.2000e-004	0.0135	7.0000e-005	0.0136	3.6000e-003	7.0000e-005	3.6600e-003	0.0000	11.1582	11.1582	2.7000e-004	2.9000e-004	11.2511
Total	**4.4300e-003**	**3.1900e-003**	**0.0382**	**1.2000e-004**	**0.0135**	**7.0000e-005**	**0.0136**	**3.6000e-003**	**7.0000e-005**	**3.6600e-003**	**0.0000**	**11.1582**	**11.1582**	**2.7000e-004**	**2.9000e-004**	**11.2511**

3.6 Building Construction - 2023

Unmitigated Construction On-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.0841	0.7696	0.8691	1.4400e-003		0.0374	0.0374		0.0352	0.0352	0.0000	124.0155	124.0155	0.0295	0.0000	124.7531
Total	**0.0841**	**0.7696**	**0.8691**	**1.4400e-003**		**0.0374**	**0.0374**		**0.0352**	**0.0352**	**0.0000**	**124.0155**	**124.0155**	**0.0295**	**0.0000**	**124.7531**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3370	10.4864	3.8208	0.0430	1.3551	0.0671	1.4222	0.3917	0.0642	0.4559	0.0000	4,108.1964	4,108.1964	0.0183	0.5980	4,286.8680
Worker	1.7185	1.2379	14.8299	0.0466	5.5149	0.0276	5.5425	1.4658	0.0254	1.4913	0.0000	4,327.2883	4,327.2883	0.1051	0.1120	4,363.2801
Total	**2.0555**	**11.7243**	**18.6506**	**0.0896**	**6.8700**	**0.0947**	**6.9647**	**1.8576**	**0.0896**	**1.9471**	**0.0000**	**8,435.4847**	**8,435.4847**	**0.1235**	**0.7100**	**8,650.1481**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0288	0.1418	0.9438	1.4400e-003		4.9800e-003	4.9800e-003		4.9800e-003	4.9800e-003	0.0000	124.0154	124.0154	0.0295	0.0000	124.7529
Total	**0.0288**	**0.1418**	**0.9438**	**1.4400e-003**		**4.9800e-003**	**4.9800e-003**		**4.9800e-003**	**4.9800e-003**	**0.0000**	**124.0154**	**124.0154**	**0.0295**	**0.0000**	**124.7529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3370	10.4864	3.8208	0.0430	1.2978	0.0671	1.3649	0.3777	0.0642	0.4418	0.0000	4,108.1964	4,108.1964	0.0183	0.5980	4,286.8680
Worker	1.7185	1.2379	14.8299	0.0466	5.2285	0.0276	5.2561	1.3956	0.0254	1.4210	0.0000	4,327.2883	4,327.2883	0.1051	0.1120	4,363.2801
Total	**2.0555**	**11.7243**	**18.6506**	**0.0896**	**6.5264**	**0.0947**	**6.6210**	**1.7732**	**0.0896**	**1.8628**	**0.0000**	**8,435.4847**	**8,435.4847**	**0.1235**	**0.7100**	**8,650.1481**

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7223**	**303.7223**	**0.0718**	**0.0000**	**305.5179**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.7834	25.5885	8.9337	0.1037	3.3181	0.1630	3.4811	0.9592	0.1560	1.1151	0.0000	9,922.0847	9,922.0847	0.0420	1.4469	10,354.3009
Worker	3.9293	2.6568	33.5422	0.1105	13.5038	0.0640	13.5678	3.5893	0.0589	3.6482	0.0000	10,337.5544	10,337.5544	0.2309	0.2526	10,418.5998
Total	**4.7127**	**28.2454**	**42.4759**	**0.2142**	**16.8219**	**0.2271**	**17.0489**	**4.5484**	**0.2149**	**4.7633**	**0.0000**	**20,259.6391**	**20,259.6391**	**0.2729**	**1.6995**	**20,772.9007**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0681	0.3421	2.3092	3.5300e-003		0.0112	0.0112		0.0112	0.0112	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	**0.0681**	**0.3421**	**2.3092**	**3.5300e-003**		**0.0112**	**0.0112**		**0.0112**	**0.0112**	**0.0000**	**303.7220**	**303.7220**	**0.0718**	**0.0000**	**305.5175**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.7834	25.5885	8.9337	0.1037	3.1779	0.1630	3.3409	0.9248	0.1560	1.0807	0.0000	9,922.0847	9,922.0847	0.0420	1.4469	10,354.3009
Worker	3.9293	2.6568	33.5422	0.1105	12.8026	0.0640	12.8666	3.4171	0.0589	3.4761	0.0000	10,337.5544	10,337.5544	0.2309	0.2526	10,418.5998
Total	**4.7127**	**28.2454**	**42.4759**	**0.2142**	**15.9805**	**0.2271**	**16.2075**	**4.3419**	**0.2149**	**4.5568**	**0.0000**	**20,259.6391**	**20,259.6391**	**0.2729**	**1.6995**	**20,772.9007**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2804					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0137	0.0926	0.1376	2.3000e-004		4.6300e-003	4.6300e-003		4.6300e-003	4.6300e-003	0.0000	19.4047	19.4047	1.0900e-003	0.0000	19.4320

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.2941**	**0.0926**	**0.1376**	**2.3000e-004**		**4.6300e-003**	**4.6300e-003**		**4.6300e-003**	**4.6300e-003**	**0.0000**	**19.4047**	**19.4047**	**1.0900e-003**	**0.0000**	**19.4320**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1793	0.7974	10.0667	0.0332	4.0528	0.0192	4.0720	1.0772	0.0177	1.0949	0.0000	3,102.5053	3,102.5053	0.0693	0.0758	3,126.8286
Total	**1.1793**	**0.7974**	**10.0667**	**0.0332**	**4.0528**	**0.0192**	**4.0720**	**1.0772**	**0.0177**	**1.0949**	**0.0000**	**3,102.5053**	**3,102.5053**	**0.0693**	**0.0758**	**3,126.8286**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2804					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2600e-003	9.7900e-003	0.1393	2.3000e-004		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	19.4047	19.4047	1.0900e-003	0.0000	19.4320
Total	**0.2827**	**9.7900e-003**	**0.1393**	**2.3000e-004**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**19.4047**	**19.4047**	**1.0900e-003**	**0.0000**	**19.4320**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1793	0.7974	10.0667	0.0332	3.8423	0.0192	3.8615	1.0256	0.0177	1.0432	0.0000	3,102.5053	3,102.5053	0.0693	0.0758	3,126.8286
Total	**1.1793**	**0.7974**	**10.0667**	**0.0332**	**3.8423**	**0.0192**	**3.8615**	**1.0256**	**0.0177**	**1.0432**	**0.0000**	**3,102.5053**	**3,102.5053**	**0.0693**	**0.0758**	**3,126.8286**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3597					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0167	0.1117	0.1764	2.9000e-004		5.0200e-003	5.0200e-003		5.0200e-003	5.0200e-003	0.0000	24.8942	24.8942	1.3600e-003	0.0000	24.9282

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.3764**	**0.1117**	**0.1764**	**2.9000e-004**		**5.0200e-003**	**5.0200e-003**		**5.0200e-003**	**5.0200e-003**	**0.0000**	**24.8942**	**24.8942**	**1.3600e-003**	**0.0000**	**24.9282**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4206	0.9059	12.0139	0.0411	5.1993	0.0235	5.2228	1.3819	0.0217	1.4036	0.0000	3,887.4933	3,887.4933	0.0801	0.0903	3,916.4079
Total	**1.4206**	**0.9059**	**12.0139**	**0.0411**	**5.1993**	**0.0235**	**5.2228**	**1.3819**	**0.0217**	**1.4036**	**0.0000**	**3,887.4933**	**3,887.4933**	**0.0801**	**0.0903**	**3,916.4079**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3597					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-003	0.0126	0.1787	2.9000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	24.8942	24.8942	1.3600e-003	0.0000	24.9281
Total	**0.3626**	**0.0126**	**0.1787**	**2.9000e-004**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**	**0.0000**	**24.8942**	**24.8942**	**1.3600e-003**	**0.0000**	**24.9281**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4206	0.9059	12.0139	0.0411	4.9293	0.0235	4.9528	1.3157	0.0217	1.3373	0.0000	3,887.4933	3,887.4933	0.0801	0.0903	3,916.4079
Total	**1.4206**	**0.9059**	**12.0139**	**0.0411**	**4.9293**	**0.0235**	**4.9528**	**1.3157**	**0.0217**	**1.3373**	**0.0000**	**3,887.4933**	**3,887.4933**	**0.0801**	**0.0903**	**3,916.4079**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

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Category	tons/yr										MT/yr					
Mitigated	4.1225	10.0428	43.4652	0.1068	10.3391	0.1148	10.4539	2.7665	0.1083	2.8748	0.0000	10,108.8536	10,108.8536	0.4863	0.6084	10,302.3047
Unmitigated	4.1225	10.0428	43.4652	0.1068	10.3391	0.1148	10.4539	2.7665	0.1083	2.8748	0.0000	10,108.8536	10,108.8536	0.4863	0.6084	10,302.3047

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	293.00	293.00	293.00	1,834,713	1,834,713
Fast Food Restaurant w/o Drive Thru	2,254.00	2,254.00	2254.00	8,844,475	8,844,475
Government Office Building	226.00	226.00	226.00	1,180,340	1,180,340
High Turnover (Sit Down Restaurant)	536.00	536.00	536.00	2,381,683	2,381,683
Junior College (2yr)	32.02	32.02	32.02	104,004	104,004
Motel	162.00	162.00	162.00	846,085	846,085
Other Asphalt Surfaces	0.00	0.00	0.00		
Research & Development	1,985.00	1,985.00	1985.00	12,429,711	12,429,711
Total	5,488.02	5,488.02	5,488.02	27,621,011	27,621,011

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	26.99	6.60	26.99	33.00	48.00	19.00	100	0	0
Fast Food Restaurant w/o Drive Thru	26.99	6.60	26.99	1.50	79.50	19.00	100	0	0
Government Office Building	26.99	6.60	26.99	33.00	62.00	5.00	100	0	0
High Turnover (Sit Down Restaurant)	26.99	6.60	26.99	8.50	72.50	19.00	100	0	0
Junior College (2yr)	26.99	6.60	26.99	6.40	88.60	5.00	100	0	0
Motel	26.99	6.60	26.99	19.00	62.00	19.00	100	0	0
Other Asphalt Surfaces	26.99	6.60	26.99	0.00	0.00	0.00	0	0	0
Research & Development	26.99	6.60	26.99	33.00	48.00	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.496574	0.048847	0.170243	0.154020	0.033814	0.008304	0.009523	0.041529	0.000476	0.000306	0.030884	0.000862	0.004618
Fast Food Restaurant w/o Drive Thru	0.496574	0.048847	0.170243	0.154020	0.033814	0.008304	0.009523	0.041529	0.000476	0.000306	0.030884	0.000862	0.004618
Government Office Building	0.496574	0.048847	0.170243	0.154020	0.033814	0.008304	0.009523	0.041529	0.000476	0.000306	0.030884	0.000862	0.004618
High Turnover (Sit Down Restaurant)	0.496574	0.048847	0.170243	0.154020	0.033814	0.008304	0.009523	0.041529	0.000476	0.000306	0.030884	0.000862	0.004618
Junior College (2yr)	0.496574	0.048847	0.170243	0.154020	0.033814	0.008304	0.009523	0.041529	0.000476	0.000306	0.030884	0.000862	0.004618
Motel	0.496574	0.048847	0.170243	0.154020	0.033814	0.008304	0.009523	0.041529	0.000476	0.000306	0.030884	0.000862	0.004618
Other Asphalt Surfaces	0.496574	0.048847	0.170243	0.154020	0.033814	0.008304	0.009523	0.041529	0.000476	0.000306	0.030884	0.000862	0.004618
Research & Development	0.496574	0.048847	0.170243	0.154020	0.033814	0.008304	0.009523	0.041529	0.000476	0.000306	0.030884	0.000862	0.004618

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4,146.2437	4,146.2437	0.6708	0.0813	4,187.2427
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4,146.2437	4,146.2437	0.6708	0.0813	4,187.2427
NaturalGas Mitigated	0.1046	0.9513	0.7991	5.7100e-003		0.0723	0.0723		0.0723	0.0723	0.0000	1,035.5664	1,035.5664	0.0199	0.0190	1,041.7202
NaturalGas Unmitigated	0.1046	0.9513	0.7991	5.7100e-003		0.0723	0.0723		0.0723	0.0723	0.0000	1,035.5664	1,035.5664	0.0199	0.0190	1,041.7202

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1.03635e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.3036	55.3036	1.0600e-003	1.0100e-003	55.6322
Government Office Building	162000	8.7000e-004	7.9400e-003	6.6700e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004	0.0000	8.6449	8.6449	1.7000e-004	1.6000e-004	8.6963
High Turnover (Sit Down Restaurant)	1.03635e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.3036	55.3036	1.0600e-003	1.0100e-003	55.6322
Junior College (2yr)	638186	3.4400e-003	0.0313	0.0263	1.9000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003	0.0000	34.0560	34.0560	6.5000e-004	6.2000e-004	34.2584
Motel	3.4429e+006	0.0186	0.1688	0.1418	1.0100e-003		0.0128	0.0128		0.0128	0.0128	0.0000	183.7260	183.7260	3.5200e-003	3.3700e-003	184.8178
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.309e+007	0.0706	0.6417	0.5390	3.8500e-003		0.0488	0.0488		0.0488	0.0488	0.0000	698.5323	698.5323	0.0134	0.0128	702.6833
Total		**0.1046**	**0.9513**	**0.7991**	**5.7000e-003**		**0.0723**	**0.0723**		**0.0723**	**0.0723**	**0.0000**	**1,035.5664**	**1,035.5664**	**0.0199**	**0.0190**	**1,041.7202**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1.03635e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.3036	55.3036	1.0600e-003	1.0100e-003	55.6322
Government Office Building	162000	8.7000e-004	7.9400e-003	6.6700e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004	0.0000	8.6449	8.6449	1.7000e-004	1.6000e-004	8.6963
High Turnover (Sit Down Restaurant)	1.03635e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.3036	55.3036	1.0600e-003	1.0100e-003	55.6322
Junior College (2yr)	638186	3.4400e-003	0.0313	0.0263	1.9000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003	0.0000	34.0560	34.0560	6.5000e-004	6.2000e-004	34.2584
Motel	3.4429e+006	0.0186	0.1688	0.1418	1.0100e-003		0.0128	0.0128		0.0128	0.0128	0.0000	183.7260	183.7260	3.5200e-003	3.3700e-003	184.8178
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.309e+007	0.0706	0.6417	0.5390	3.8500e-003		0.0488	0.0488		0.0488	0.0488	0.0000	698.5323	698.5323	0.0134	0.0128	702.6833
Total		**0.1046**	**0.9513**	**0.7991**	**5.7000e-003**		**0.0723**	**0.0723**		**0.0723**	**0.0723**	**0.0000**	**1,035.5664**	**1,035.5664**	**0.0199**	**0.0190**	**1,041.7202**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	370050	34.2384	5.5400e-003	6.7000e-004	34.5770
Government Office Building	725400	67.1167	0.0109	1.3200e-003	67.7804
High Turnover (Sit Down Restaurant)	370050	34.2384	5.5400e-003	6.7000e-004	34.5770

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Junior College (2yr)	1.90949e+006	176.6730	0.0286	3.4600e-003	178.4200
Motel	5.56775e+006	515.1494	0.0833	0.0101	520.2433
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Research & Development	3.587e+007	3,318.8277	0.5369	0.0651	3,351.6450
Total		**4,146.2437**	**0.6708**	**0.0813**	**4,187.2427**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	370050	34.2384	5.5400e-003	6.7000e-004	34.5770
Government Office Building	725400	67.1167	0.0109	1.3200e-003	67.7804
High Turnover (Sit Down Restaurant)	370050	34.2384	5.5400e-003	6.7000e-004	34.5770
Junior College (2yr)	1.90949e+006	176.6730	0.0286	3.4600e-003	178.4200
Motel	5.56775e+006	515.1494	0.0833	0.0101	520.2433
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Research & Development	3.587e+007	3,318.8277	0.5369	0.0651	3,351.6450
Total		**4,146.2437**	**0.6708**	**0.0813**	**4,187.2427**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.2725	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0435	0.0435	1.1000e-004	0.0000	0.0463
Unmitigated	5.2725	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0435	0.0435	1.1000e-004	0.0000	0.0463

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

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SubCategory	tons/yr										MT/yr					
Architectural Coating	0.9602					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3102					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0500e-003	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0435	0.0435	1.1000e-004	0.0000	0.0463
Total	**5.2725**	**2.0000e-004**	**0.0223**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0435**	**0.0435**	**1.1000e-004**	**0.0000**	**0.0463**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.9602					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3102					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0500e-003	2.0000e-004	0.0223	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0435	0.0435	1.1000e-004	0.0000	0.0463
Total	**5.2725**	**2.0000e-004**	**0.0223**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0435**	**0.0435**	**1.1000e-004**	**0.0000**	**0.0463**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet
Install Low Flow Shower
Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	379.0652	6.6512	0.1620	593.6255
Unmitigated	434.3452	8.3075	0.2018	702.1551

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 698.208	226.1030	0.0366	4.4300e-003	228.3387
Fast Food Restaurant w/o	1.51767 / 0.0968725	1.2727	0.0496	1.1800e-003	2.8648
Government Office Building	1.9866 / 1.21759	2.0191	0.0650	1.5600e-003	4.1067

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High Turnover (Sit Down Restaurant)	1.51767 / 0.0968725	1.2727	0.0496	1.1800e-003	2.8648
Junior College (2yr)	1.30863 / 2.04683	1.7332	0.0429	1.0300e-003	3.1123
Motel	1.01467 / 0.112741	0.8664	0.0332	7.9000e-004	1.9310
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	245.847 / 0	201.0782	8.0308	0.1916	458.9368
Total		**434.3452**	**8.3075**	**0.2017**	**702.1551**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 655.617	212.3107	0.0344	4.1600e-003	214.4101
Fast Food Restaurant w/o	1.21413 / 0.0909632	1.0225	0.0397	9.5000e-004	2.2962
Government Office Building	1.58928 / 1.14332	1.6701	0.0520	1.2500e-003	3.3407
High Turnover (Sit Down Restaurant)	1.21413 / 0.0909632	1.0225	0.0397	9.5000e-004	2.2962
Junior College (2yr)	1.0469 / 1.92197	1.4787	0.0343	8.3000e-004	2.5829
Motel	0.811737 / 0.105864	0.6982	0.0265	6.3000e-004	1.5499
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	196.678 / 0	160.8626	6.4247	0.1533	367.1494
Total		**379.0652**	**6.6512**	**0.1620**	**593.6255**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	27.5428	1.6277	0.0000	68.2362
Unmitigated	55.0857	3.2555	0.0000	136.4724

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

City Park	50.4	10.2307	0.6046	0.0000	25.3462
Fast Food Restaurant w/o	57.59	11.6903	0.6909	0.0000	28.9621
Government Office Building	9.3	1.8878	0.1116	0.0000	4.6770
High Turnover (Sit Down Restaurant)	59.5	12.0780	0.7138	0.0000	29.9226
Junior College (2yr)	34.68	7.0397	0.4160	0.0000	17.4406
Motel	21.9	4.4455	0.2627	0.0000	11.0135
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Research & Development	38	7.7137	0.4559	0.0000	19.1103
Total		**55.0857**	**3.2555**	**0.0000**	**136.4724**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	25.2	5.1154	0.3023	0.0000	12.6731
Fast Food Restaurant w/o	28.795	5.8451	0.3454	0.0000	14.4811
Government Office Building	4.65	0.9439	0.0558	0.0000	2.3385
High Turnover (Sit Down Restaurant)	29.75	6.0390	0.3569	0.0000	14.9613
Junior College (2yr)	17.34	3.5199	0.2080	0.0000	8.7203
Motel	10.95	2.2228	0.1314	0.0000	5.5068
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Research & Development	19	3.8568	0.2279	0.0000	9.5551
Total		**27.5428**	**1.6277**	**0.0000**	**68.2362**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	- 10,316.180	0.0000	0.0000	- 10,316.180

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Cropland	2700 / 1036.1	- 10,316.180	0.0000	0.0000	- 10,316.180
Total		**- 10,316.180 0**	**0.0000**	**0.0000**	**- 10,316.180 0**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	162.62	1000sqft	3.73	162,618.00	0
Research & Development	496.44	1000sqft	11.40	496,435.00	0
General Heavy Industry	1,652.37	1000sqft	37.93	1,652,373.00	0
Industrial Park	2,139.53	1000sqft	49.12	2,139,527.00	0
Refrigerated Warehouse-No Rail	2,139.53	1000sqft	49.12	2,139,527.00	0
Fast Food Restaurant w/o Drive Thru	5.00	1000sqft	1.00	5,000.00	0
High Turnover (Sit Down Restaurant)	5.00	1000sqft	1.00	5,000.00	0
Hotel	80.00	Room	2.67	116,160.00	0
Supermarket	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.5	**Precipitation Freq (Days)**	50
Climate Zone	4			**Operational Year**	2035
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use and lot acreage per Specific Plan and TIA

Construction Phase - Anticipated construction schedule, no demolition in Phase 2

Off-road Equipment -

Off-road Equipment - Estimated construction equipment

Off-road Equipment - Construction equipment

Trips and VMT -

Demolition - No demolition in Phase 2

Grading - Site balanced

Architectural Coating - Mitigation measure low VOC paint

Vehicle Trips - Vehicle trips and VMT per TIA

Energy Use - Title 24 and Non-Title 24 combined in Energy report

Land Use Change -

Construction Off-road Equipment Mitigation - Per MBARD dust control measures and Tier 4 Final mitigation

Mobile Land Use Mitigation -

Area Mitigation - low VOC paint

Energy Mitigation -

Water Mitigation -

Waste Mitigation - Per AB 939

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	10.00
tblArchitecturalCoating	EF_Parking	150.00	10.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	10.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorVa lue	150	10
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorVal ue	150	10
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	150	10
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	100	10

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tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	220.00	281.00
tblConstructionPhase	NumDays	3,100.00	1,443.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	310.00	30.00
tblConstructionPhase	NumDays	220.00	619.00
tblConstructionPhase	NumDays	120.00	10.00
tblEnergyUse	NT24E	22.30	0.00
tblEnergyUse	NT24E	3.70	0.00
tblEnergyUse	NT24E	22.30	0.00
tblEnergyUse	NT24E	3.22	0.00
tblEnergyUse	NT24E	7.84	0.00
tblEnergyUse	NT24E	8.40	0.00
tblEnergyUse	NT24E	7.99	0.00
tblEnergyUse	NT24E	3.70	0.00
tblEnergyUse	NT24E	30.13	0.00
tblEnergyUse	T24E	4.52	234.62
tblEnergyUse	T24E	1.32	234.62
tblEnergyUse	T24E	4.52	234.62
tblEnergyUse	T24E	1.83	234.62
tblEnergyUse	T24E	5.45	234.62
tblEnergyUse	T24E	6.51	234.62
tblEnergyUse	T24E	0.12	234.62
tblEnergyUse	T24E	1.32	234.62
tblEnergyUse	T24E	3.65	234.62
tblLandUse	LandUseSquareFeet	162,620.00	162,618.00
tblLandUse	LandUseSquareFeet	496,440.00	496,435.00
tblLandUse	LandUseSquareFeet	1,652,370.00	1,652,373.00

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tblLandUse	LandUseSquareFeet	2,139,530.00	2,139,527.00
tblLandUse	LandUseSquareFeet	2,139,530.00	2,139,527.00
tblLandUse	LotAcreage	0.11	1.00
tblLandUse	LotAcreage	0.11	1.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CNW_TL	6.60	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	CW_TL	14.70	26.99
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	30.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	36.00	0.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	34.00	100.00
tblVehicleTrips	ST_TR	696.00	450.40
tblVehicleTrips	ST_TR	6.42	3.11
tblVehicleTrips	ST_TR	122.40	107.20
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	2.54	1.41
tblVehicleTrips	ST_TR	1.64	11.44

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	ST_TR	2.12	1.41
tblVehicleTrips	ST_TR	1.90	3.97
tblVehicleTrips	ST_TR	177.62	137.40
tblVehicleTrips	SU_TR	500.00	450.40
tblVehicleTrips	SU_TR	5.09	3.11
tblVehicleTrips	SU_TR	142.64	107.20
tblVehicleTrips	SU_TR	5.95	8.00
tblVehicleTrips	SU_TR	1.24	1.41
tblVehicleTrips	SU_TR	0.76	11.44
tblVehicleTrips	SU_TR	2.12	1.41
tblVehicleTrips	SU_TR	1.11	3.97
tblVehicleTrips	SU_TR	166.47	137.40
tblVehicleTrips	WD_TR	346.23	450.40
tblVehicleTrips	WD_TR	3.93	3.11
tblVehicleTrips	WD_TR	112.18	107.20
tblVehicleTrips	WD_TR	8.36	8.00
tblVehicleTrips	WD_TR	3.37	1.41
tblVehicleTrips	WD_TR	11.07	11.44
tblVehicleTrips	WD_TR	2.12	1.41
tblVehicleTrips	WD_TR	11.26	3.97
tblVehicleTrips	WD_TR	106.78	137.40

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2026	0.1689	1.5007	2.1945	3.9900e-003	0.3178	0.0688	0.3867	0.1263	0.0633	0.1896	0.0000	353.2250	353.2250	0.1040	7.5000e-004	356.0485
2027	0.1313	1.1268	2.0013	3.3400e-003	0.0905	0.0548	0.1453	0.0232	0.0504	0.0736	0.0000	295.9197	295.9197	0.0851	7.5000e-004	298.2698
2028	0.7224	4.6269	7.0974	0.0304	2.5551	0.0879	2.6430	0.6881	0.0822	0.7704	0.0000	2,898.0201	2,898.0201	0.1071	0.1946	2,958.6883
2029	1.3287	8.4511	12.4358	0.0596	5.3209	0.1239	5.4448	1.4343	0.1169	1.5512	0.0000	5,721.1233	5,721.1233	0.1285	0.4022	5,844.2023
2030	1.2646	7.7648	12.1140	0.0590	5.3209	0.0729	5.3938	1.4343	0.0701	1.5044	0.0000	5,672.9296	5,672.9296	0.0675	0.3935	5,791.8767
2031	1.2092	7.6877	11.8321	0.0580	5.3209	0.0716	5.3925	1.4343	0.0688	1.5031	0.0000	5,594.5735	5,594.5735	0.0643	0.3859	5,711.1900
2032	1.1646	7.6514	11.6406	0.0573	5.3413	0.0707	5.4120	1.4398	0.0680	1.5078	0.0000	5,546.6849	5,546.6849	0.0619	0.3809	5,661.7287
2033	1.1113	7.5338	11.3534	0.0561	5.3005	0.0691	5.3696	1.4288	0.0665	1.4953	0.0000	5,443.1267	5,443.1267	0.0590	0.3723	5,555.5367
2034	2.3497	0.5753	1.8867	7.7800e-003	0.9728	7.6700e-003	0.9804	0.2597	7.3800e-003	0.2671	0.0000	766.2733	766.2733	9.4200e-003	0.0294	775.2788
2035	1.0062	0.0583	0.5377	1.9900e-003	0.2942	1.1600e-003	0.2953	0.0782	1.1000e-003	0.0793	0.0000	199.1465	199.1465	2.5400e-003	3.5900e-003	200.2785
Maximum	**2.3497**	**8.4511**	**12.4358**	**0.0596**	**5.3413**	**0.1239**	**5.4448**	**1.4398**	**0.1169**	**1.5512**	**0.0000**	**5,721.1233**	**5,721.1233**	**0.1285**	**0.4022**	**5,844.2023**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2026	0.0566	0.2011	2.6096	3.9900e-003	0.1780	6.1600e-003	0.1842	0.0649	6.1500e-003	0.0710	0.0000	353.2246	353.2246	0.1040	7.5000e-004	356.0481

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2027	0.0485	0.1655	2.3560	3.3400e-003	0.0855	5.0800e-003	0.0906	0.0220	5.0600e-003	0.0270	0.0000	295.9194	295.9194	0.0851	7.5000e-004	298.2694
2028	0.6258	3.5137	7.3777	0.0304	2.4261	0.0342	2.4603	0.6565	0.0328	0.6892	0.0000	2,898.0198	2,898.0198	0.1071	0.1946	2,958.6880
2029	1.2160	7.1595	12.6355	0.0596	5.0529	0.0654	5.1183	1.3685	0.0624	1.4309	0.0000	5,721.1229	5,721.1229	0.1285	0.4022	5,844.2019
2030	1.1522	7.0459	12.2978	0.0590	5.0529	0.0607	5.1136	1.3685	0.0578	1.4263	0.0000	5,672.9292	5,672.9292	0.0675	0.3935	5,791.8763
2031	1.0968	6.9688	12.0159	0.0580	5.0529	0.0594	5.1123	1.3685	0.0566	1.4251	0.0000	5,594.5731	5,594.5731	0.0643	0.3859	5,711.1896
2032	1.0518	6.9298	11.8250	0.0573	5.0723	0.0584	5.1307	1.3738	0.0557	1.4295	0.0000	5,546.6845	5,546.6845	0.0619	0.3809	5,661.7283
2033	0.9994	6.8177	11.5365	0.0561	5.0336	0.0569	5.0904	1.3633	0.0543	1.4176	0.0000	5,443.1263	5,443.1263	0.0590	0.3723	5,555.5363
2034	2.3334	0.4631	1.9006	7.7800e-003	0.9227	5.3700e-003	0.9281	0.2474	5.0900e-003	0.2525	0.0000	766.2733	766.2733	9.4200e-003	0.0294	775.2787
2035	1.0024	0.0313	0.5393	1.9900e-003	0.2789	9.1000e-004	0.2798	0.0744	8.5000e-004	0.0753	0.0000	199.1465	199.1465	2.5400e-003	3.5900e-003	200.2785
Maximum	**2.3334**	**7.1595**	**12.6355**	**0.0596**	**5.0723**	**0.0654**	**5.1307**	**1.3738**	**0.0624**	**1.4309**	**0.0000**	**5,721.1229**	**5,721.1229**	**0.1285**	**0.4022**	**5,844.2019**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**8.36**	**16.35**	**-2.74**	**0.00**	**5.44**	**43.94**	**6.21**	**5.26**	**43.39**	**7.80**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2026**	**3-31-2026**	0.7208	0.0958
2	**4-1-2026**	**6-30-2026**	0.3135	0.0534
3	**7-1-2026**	**9-30-2026**	0.3169	0.0540
4	**10-1-2026**	**12-31-2026**	0.3177	0.0548
5	**1-1-2027**	**3-31-2027**	0.3104	0.0532
6	**4-1-2027**	**6-30-2027**	0.3131	0.0531
7	**7-1-2027**	**9-30-2027**	0.3166	0.0537
8	**10-1-2027**	**12-31-2027**	0.3173	0.0544
9	**1-1-2028**	**3-31-2028**	0.3135	0.0535
10	**4-1-2028**	**6-30-2028**	0.3129	0.0528
11	**7-1-2028**	**9-30-2028**	2.1826	1.8399
12	**10-1-2028**	**12-31-2028**	2.5873	2.2337
13	**1-1-2029**	**3-31-2029**	2.4861	2.1402
14	**4-1-2029**	**6-30-2029**	2.3685	2.0188
15	**7-1-2029**	**9-30-2029**	2.3945	2.0410
16	**10-1-2029**	**12-31-2029**	2.5413	2.1877
17	**1-1-2030**	**3-31-2030**	2.2987	2.0940
18	**4-1-2030**	**6-30-2030**	2.1829	1.9759
19	**7-1-2030**	**9-30-2030**	2.2069	1.9976
20	**10-1-2030**	**12-31-2030**	2.3498	2.1405
21	**1-1-2031**	**3-31-2031**	2.2637	2.0589
22	**4-1-2031**	**6-30-2031**	2.1509	1.9439
23	**7-1-2031**	**9-30-2031**	2.1746	1.9653
24	**10-1-2031**	**12-31-2031**	2.3140	2.1047
25	**1-1-2032**	**3-31-2032**	2.2583	2.0513
26	**4-1-2032**	**6-30-2032**	2.1232	1.9162
27	**7-1-2032**	**9-30-2032**	2.1465	1.9372
28	**10-1-2032**	**12-31-2032**	2.2831	2.0738
29	**1-1-2033**	**3-31-2033**	2.2061	2.0013
30	**4-1-2033**	**6-30-2033**	2.0980	1.8909
31	**7-1-2033**	**9-30-2033**	2.1210	1.9117
32	**10-1-2033**	**12-31-2033**	2.2551	2.0458
33	**1-1-2034**	**3-31-2034**	0.4848	0.4393
34	**4-1-2034**	**6-30-2034**	0.8086	0.7816
35	**7-1-2034**	**9-30-2034**	0.8175	0.7902
36	**10-1-2034**	**12-31-2034**	0.8263	0.7990

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

37	**1-1-2035**	**3-31-2035**	0.8022	0.7791
38	**4-1-2035**	**6-30-2035**	0.2646	0.2569
		Highest	2.5873	2.2337

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	30.9554	7.6000e-004	0.0849	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	0.1660	0.1660	4.3000e-004	0.0000	0.1767
Energy	0.5921	5.3824	4.5212	0.0323		0.4091	0.4091		0.4091	0.4091	0.0000	153,676.6346	153,676.6346	24.0263	3.0061	155,173.1042
Mobile	12.8297	29.5154	148.8516	0.4048	51.2122	0.3400	51.5522	13.6785	0.3209	13.9994	0.0000	40,119.2531	40,119.2531	1.5741	2.0618	40,773.0116
Waste						0.0000	0.0000		0.0000	0.0000	1,445.1698	0.0000	1,445.1698	85.4071	0.0000	3,580.3470
Water						0.0000	0.0000		0.0000	0.0000	523.7672	832.4215	1,356.1887	53.9306	1.2866	3,087.8485
Total	**44.3771**	**34.8986**	**153.4577**	**0.4371**	**51.2122**	**0.7494**	**51.9616**	**13.6785**	**0.7303**	**14.4088**	**1,968.9370**	**194,628.4753**	**196,597.4122**	**164.9384**	**6.3544**	**202,614.4881**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	26.5904	7.6000e-004	0.0849	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	0.1660	0.1660	4.3000e-004	0.0000	0.1767
Energy	0.5921	5.3824	4.5212	0.0323		0.4091	0.4091		0.4091	0.4091	0.0000	153,676.6346	153,676.6346	24.0263	3.0061	155,173.1042
Mobile	12.8297	29.5154	148.8516	0.4048	51.2122	0.3400	51.5522	13.6785	0.3209	13.9994	0.0000	40,119.2531	40,119.2531	1.5741	2.0618	40,773.0116
Waste						0.0000	0.0000		0.0000	0.0000	722.5849	0.0000	722.5849	42.7035	0.0000	1,790.1735
Water						0.0000	0.0000		0.0000	0.0000	419.0137	666.7552	1,085.7689	43.1446	1.0293	2,471.1049
Total	**40.0122**	**34.8986**	**153.4577**	**0.4371**	**51.2122**	**0.7494**	**51.9616**	**13.6785**	**0.7303**	**14.4088**	**1,141.5986**	**194,462.8089**	**195,604.4075**	**111.4489**	**6.0971**	**200,207.5709**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**9.84**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**42.02**	**0.09**	**0.51**	**32.43**	**4.05**	**1.19**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2026	12/31/2025	5	0	
2	Site Preparation	Site Preparation	1/1/2026	1/14/2026	5	10	
3	Grading	Grading	1/15/2026	2/25/2026	5	30	
4	Building Construction	Building Construction	7/12/2028	1/20/2034	5	1443	
5	Paving	Paving	2/26/2026	7/11/2028	5	619	
6	Architectural Coating	Architectural Coating	4/1/2034	4/30/2035	5	281	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Date: 5/19/2022 9:29 PM

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,089,960; Non-Residential Outdoor: 3,363,320; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,758.00	1,102.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	552.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.3 Site Preparation - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.1262	0.0896	1.9000e-004		5.4300e-003	5.4300e-003		5.0000e-003	5.0000e-003	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688
Total	**0.0124**	**0.1262**	**0.0896**	**1.9000e-004**	**0.0983**	**5.4300e-003**	**0.1037**	**0.0505**	**5.0000e-003**	**0.0555**	**0.0000**	**16.7335**	**16.7335**	**5.4100e-003**	**0.0000**	**16.8688**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	1.7000e-004	2.4100e-003	1.0000e-005	1.1200e-003	0.0000	1.1200e-003	3.0000e-004	0.0000	3.0000e-004	0.0000	0.8142	0.8142	2.0000e-005	2.0000e-005	0.8200
Total	**2.9000e-004**	**1.7000e-004**	**2.4100e-003**	**1.0000e-005**	**1.1200e-003**	**0.0000**	**1.1200e-003**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**0.8142**	**0.8142**	**2.0000e-005**	**2.0000e-005**	**0.8200**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0420	0.0000	0.0420	0.0216	0.0000	0.0216	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0101	0.1043	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688
Total	**2.3300e-003**	**0.0101**	**0.1043**	**1.9000e-004**	**0.0420**	**3.1000e-004**	**0.0423**	**0.0216**	**3.1000e-004**	**0.0219**	**0.0000**	**16.7335**	**16.7335**	**5.4100e-003**	**0.0000**	**16.8688**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	1.7000e-004	2.4100e-003	1.0000e-005	1.0600e-003	0.0000	1.0600e-003	2.8000e-004	0.0000	2.9000e-004	0.0000	0.8142	0.8142	2.0000e-005	2.0000e-005	0.8200
Total	**2.9000e-004**	**1.7000e-004**	**2.4100e-003**	**1.0000e-005**	**1.0600e-003**	**0.0000**	**1.0600e-003**	**2.8000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**0.8142**	**0.8142**	**2.0000e-005**	**2.0000e-005**	**0.8200**

3.4 Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0435	0.4191	0.3950	9.3000e-004		0.0170	0.0170		0.0156	0.0156	0.0000	81.7593	81.7593	0.0264	0.0000	82.4204
Total	**0.0435**	**0.4191**	**0.3950**	**9.3000e-004**	**0.1381**	**0.0170**	**0.1550**	**0.0548**	**0.0156**	**0.0704**	**0.0000**	**81.7593**	**81.7593**	**0.0264**	**0.0000**	**82.4204**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	5.8000e-004	8.0200e-003	3.0000e-005	3.7200e-003	2.0000e-005	3.7300e-003	9.9000e-004	1.0000e-005	1.0000e-003	0.0000	2.7141	2.7141	5.0000e-005	6.0000e-005	2.7334
Total	**9.6000e-004**	**5.8000e-004**	**8.0200e-003**	**3.0000e-005**	**3.7200e-003**	**2.0000e-005**	**3.7300e-003**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**0.0000**	**2.7141**	**2.7141**	**5.0000e-005**	**6.0000e-005**	**2.7334**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0590	0.0000	0.0590	0.0234	0.0000	0.0234	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0114	0.0495	0.4950	9.3000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	81.7592	81.7592	0.0264	0.0000	82.4203
Total	**0.0114**	**0.0495**	**0.4950**	**9.3000e-004**	**0.0590**	**1.5200e-003**	**0.0605**	**0.0234**	**1.5200e-003**	**0.0250**	**0.0000**	**81.7592**	**81.7592**	**0.0264**	**0.0000**	**82.4203**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	5.8000e-004	8.0200e-003	3.0000e-005	3.5200e-003	2.0000e-005	3.5400e-003	9.4000e-004	1.0000e-005	9.6000e-004	0.0000	2.7141	2.7141	5.0000e-005	6.0000e-005	2.7334
Total	**9.6000e-004**	**5.8000e-004**	**8.0200e-003**	**3.0000e-005**	**3.5200e-003**	**2.0000e-005**	**3.5400e-003**	**9.4000e-004**	**1.0000e-005**	**9.6000e-004**	**0.0000**	**2.7141**	**2.7141**	**5.0000e-005**	**6.0000e-005**	**2.7334**

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0841	0.7669	0.9892	1.6600e-003		0.0324	0.0324		0.0305	0.0305	0.0000	142.6305	142.6305	0.0335	0.0000	143.4687
Total	**0.0841**	**0.7669**	**0.9892**	**1.6600e-003**		**0.0324**	**0.0324**		**0.0305**	**0.0305**	**0.0000**	**142.6305**	**142.6305**	**0.0335**	**0.0000**	**143.4687**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0835	2.9974	0.9797	0.0118	0.4055	0.0187	0.4242	0.1172	0.0179	0.1351	0.0000	1,127.3242	1,127.3242	4.4500e-003	0.1634	1,176.1336
Worker	0.4862	0.2715	4.0804	0.0152	2.1020	8.0000e-003	2.1100	0.5587	7.3600e-003	0.5661	0.0000	1,473.0864	1,473.0864	0.0245	0.0308	1,482.8795
Total	**0.5697**	**3.2689**	**5.0601**	**0.0270**	**2.5075**	**0.0267**	**2.5343**	**0.6759**	**0.0253**	**0.7012**	**0.0000**	**2,600.4106**	**2,600.4106**	**0.0290**	**0.1942**	**2,659.0131**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0310	0.1582	1.0833	1.6600e-003		4.8400e-003	4.8400e-003		4.8400e-003	4.8400e-003	0.0000	142.6303	142.6303	0.0335	0.0000	143.4685
Total	**0.0310**	**0.1582**	**1.0833**	**1.6600e-003**		**4.8400e-003**	**4.8400e-003**		**4.8400e-003**	**4.8400e-003**	**0.0000**	**142.6303**	**142.6303**	**0.0335**	**0.0000**	**143.4685**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0835	2.9974	0.9797	0.0118	0.3884	0.0187	0.4071	0.1130	0.0179	0.1309	0.0000	1,127.3242	1,127.3242	4.4500e-003	0.1634	1,176.1336
Worker	0.4862	0.2715	4.0804	0.0152	1.9929	8.0000e-003	2.0009	0.5319	7.3600e-003	0.5393	0.0000	1,473.0864	1,473.0864	0.0245	0.0308	1,482.8795
Total	**0.5697**	**3.2689**	**5.0601**	**0.0270**	**2.3813**	**0.0267**	**2.4080**	**0.6449**	**0.0253**	**0.6702**	**0.0000**	**2,600.4106**	**2,600.4106**	**0.0290**	**0.1942**	**2,659.0131**

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

Unmitigated Construction Off-Site

SVIP- Phase 2 - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1732	6.2915	2.0475	0.0245	0.8605	0.0391	0.8996	0.2488	0.0374	0.2862	0.0000	2,347.5468	2,347.5468	9.2900e-003	0.3395	2,448.9550
Worker	0.9770	0.5322	8.2892	0.0315	4.4604	0.0160	4.4763	1.1856	0.0147	1.2002	0.0000	3,070.9216	3,070.9216	0.0480	0.0627	3,090.8137
Total	**1.1502**	**6.8238**	**10.3367**	**0.0561**	**5.3209**	**0.0551**	**5.3760**	**1.4343**	**0.0521**	**1.4864**	**0.0000**	**5,418.4684**	**5,418.4684**	**0.0573**	**0.4022**	**5,539.7688**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0658	0.3358	2.2988	3.5200e-003		0.0103	0.0103		0.0103	0.0103	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.0658**	**0.3358**	**2.2988**	**3.5200e-003**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1732	6.2915	2.0475	0.0245	0.8242	0.0391	0.8633	0.2398	0.0374	0.2773	0.0000	2,347.5468	2,347.5468	9.2900e-003	0.3395	2,448.9550
Worker	0.9770	0.5322	8.2892	0.0315	4.2288	0.0160	4.2447	1.1287	0.0147	1.1434	0.0000	3,070.9216	3,070.9216	0.0480	0.0627	3,090.8137
Total	**1.1502**	**6.8238**	**10.3367**	**0.0561**	**5.0529**	**0.0551**	**5.1080**	**1.3685**	**0.0521**	**1.4206**	**0.0000**	**5,418.4684**	**5,418.4684**	**0.0573**	**0.4022**	**5,539.7688**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0336**	**343.0336**	**0.0138**	**0.0000**	**343.3777**

Unmitigated Construction Off-Site

SVIP- Phase 2 - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1699	6.2336	2.0247	0.0241	0.8605	0.0386	0.8991	0.2488	0.0369	0.2857	0.0000	2,307.2621	2,307.2621	9.2000e-003	0.3330	2,406.7109
Worker	0.9239	0.4958	7.9808	0.0308	4.4604	0.0150	4.4754	1.1856	0.0138	1.1993	0.0000	3,022.6339	3,022.6339	0.0445	0.0605	3,041.7881
Total	**1.0938**	**6.7294**	**10.0055**	**0.0549**	**5.3209**	**0.0536**	**5.3745**	**1.4343**	**0.0507**	**1.4850**	**0.0000**	**5,329.8960**	**5,329.8960**	**0.0537**	**0.3935**	**5,448.4990**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0585	0.3166	2.2922	4.0400e-003		7.0900e-003	7.0900e-003		7.0900e-003	7.0900e-003	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	**0.0585**	**0.3166**	**2.2922**	**4.0400e-003**		**7.0900e-003**	**7.0900e-003**		**7.0900e-003**	**7.0900e-003**	**0.0000**	**343.0332**	**343.0332**	**0.0138**	**0.0000**	**343.3773**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1699	6.2336	2.0247	0.0241	0.8242	0.0386	0.8628	0.2398	0.0369	0.2768	0.0000	2,307.2621	2,307.2621	9.2000e-003	0.3330	2,406.7109
Worker	0.9239	0.4958	7.9808	0.0308	4.2288	0.0150	4.2437	1.1287	0.0138	1.1425	0.0000	3,022.6339	3,022.6339	0.0445	0.0605	3,041.7881
Total	**1.0938**	**6.7294**	**10.0055**	**0.0549**	**5.0529**	**0.0536**	**5.1065**	**1.3685**	**0.0507**	**1.4193**	**0.0000**	**5,329.8960**	**5,329.8960**	**0.0537**	**0.3935**	**5,448.4990**

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0336**	**343.0336**	**0.0138**	**0.0000**	**343.3777**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SVIP- Phase 2 - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1669	6.1871	2.0068	0.0238	0.8605	0.0382	0.8987	0.2488	0.0365	0.2853	0.0000	2,271.7654	2,271.7654	9.1200e-003	0.3272	2,369.4987
Worker	0.8715	0.4651	7.7168	0.0302	4.4604	0.0141	4.4745	1.1856	0.0130	1.1985	0.0000	2,979.7744	2,979.7744	0.0415	0.0587	2,998.3136
Total	**1.0384**	**6.6522**	**9.7236**	**0.0539**	**5.3209**	**0.0523**	**5.3732**	**1.4343**	**0.0495**	**1.4838**	**0.0000**	**5,251.5399**	**5,251.5399**	**0.0506**	**0.3859**	**5,367.8123**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0585	0.3166	2.2922	4.0400e-003		7.0900e-003	7.0900e-003		7.0900e-003	7.0900e-003	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	**0.0585**	**0.3166**	**2.2922**	**4.0400e-003**		**7.0900e-003**	**7.0900e-003**		**7.0900e-003**	**7.0900e-003**	**0.0000**	**343.0332**	**343.0332**	**0.0138**	**0.0000**	**343.3773**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1669	6.1871	2.0068	0.0238	0.8242	0.0382	0.8624	0.2398	0.0365	0.2764	0.0000	2,271.7654	2,271.7654	9.1200e-003	0.3272	2,369.4987
Worker	0.8715	0.4651	7.7168	0.0302	4.2288	0.0141	4.2428	1.1287	0.0130	1.1417	0.0000	2,979.7744	2,979.7744	0.0415	0.0587	2,998.3136
Total	**1.0384**	**6.6522**	**9.7236**	**0.0539**	**5.0529**	**0.0523**	**5.1052**	**1.3685**	**0.0495**	**1.4180**	**0.0000**	**5,251.5399**	**5,251.5399**	**0.0506**	**0.3859**	**5,367.8123**

3.5 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194	0.0000	344.3479	344.3479	0.0138	0.0000	344.6933
Total	**0.1715**	**1.0394**	**2.1166**	**4.0600e-003**		**0.0194**	**0.0194**		**0.0194**	**0.0194**	**0.0000**	**344.3479**	**344.3479**	**0.0138**	**0.0000**	**344.6933**

Unmitigated Construction Off-Site

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

SVIP- Phase 2 - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1650	6.1701	2.0034	0.0235	0.8638	0.0380	0.9018	0.2497	0.0364	0.2861	0.0000	2,248.9875	2,248.9875	9.1300e-003	0.3234	2,345.5804
Worker	0.8281	0.4419	7.5207	0.0297	4.4775	0.0133	4.4908	1.1901	0.0122	1.2023	0.0000	2,953.3494	2,953.3494	0.0389	0.0575	2,971.4551
Total	**0.9931**	**6.6120**	**9.5240**	**0.0533**	**5.3413**	**0.0513**	**5.3926**	**1.4398**	**0.0486**	**1.4884**	**0.0000**	**5,202.3370**	**5,202.3370**	**0.0480**	**0.3809**	**5,317.0354**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0587	0.3178	2.3010	4.0600e-003		7.1100e-003	7.1100e-003		7.1100e-003	7.1100e-003	0.0000	344.3475	344.3475	0.0138	0.0000	344.6929
Total	**0.0587**	**0.3178**	**2.3010**	**4.0600e-003**		**7.1100e-003**	**7.1100e-003**		**7.1100e-003**	**7.1100e-003**	**0.0000**	**344.3475**	**344.3475**	**0.0138**	**0.0000**	**344.6929**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1650	6.1701	2.0034	0.0235	0.8273	0.0380	0.8653	0.2408	0.0364	0.2771	0.0000	2,248.9875	2,248.9875	9.1300e-003	0.3234	2,345.5804
Worker	0.8281	0.4419	7.5207	0.0297	4.2450	0.0133	4.2583	1.1330	0.0122	1.1453	0.0000	2,953.3494	2,953.3494	0.0389	0.0575	2,971.4551
Total	**0.9931**	**6.6120**	**9.5240**	**0.0533**	**5.0723**	**0.0513**	**5.1236**	**1.3738**	**0.0486**	**1.4224**	**0.0000**	**5,202.3370**	**5,202.3370**	**0.0480**	**0.3809**	**5,317.0354**

3.5 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7193	341.7193	0.0137	0.0000	342.0621
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7193**	**341.7193**	**0.0137**	**0.0000**	**342.0621**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1617	6.0839	1.9815	0.0230	0.8572	0.0374	0.8946	0.2478	0.0358	0.2836	0.0000	2,203.8784	2,203.8784	9.0500e-003	0.3164	2,298.3878

SVIP- Phase 2 - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	0.7794	0.4184	7.2716	0.0290	4.4433	0.0125	4.4557	1.1810	0.0115	1.1925	0.0000	2,897.5291	2,897.5291	0.0363	0.0559	2,915.0869
Total	**0.9411**	**6.5023**	**9.2530**	**0.0521**	**5.3005**	**0.0498**	**5.3503**	**1.4288**	**0.0472**	**1.4760**	**0.0000**	**5,101.4074**	**5,101.4074**	**0.0453**	**0.3723**	**5,213.4747**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0582	0.3153	2.2835	4.0200e-003		7.0600e-003	7.0600e-003		7.0600e-003	7.0600e-003	0.0000	341.7189	341.7189	0.0137	0.0000	342.0617
Total	**0.0582**	**0.3153**	**2.2835**	**4.0200e-003**		**7.0600e-003**	**7.0600e-003**		**7.0600e-003**	**7.0600e-003**	**0.0000**	**341.7189**	**341.7189**	**0.0137**	**0.0000**	**342.0617**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1617	6.0839	1.9815	0.0230	0.8210	0.0374	0.8584	0.2389	0.0358	0.2747	0.0000	2,203.8784	2,203.8784	9.0500e-003	0.3164	2,298.3878
Worker	0.7794	0.4184	7.2716	0.0290	4.2126	0.0125	4.2250	1.1244	0.0115	1.1358	0.0000	2,897.5291	2,897.5291	0.0363	0.0559	2,915.0869
Total	**0.9411**	**6.5023**	**9.2530**	**0.0521**	**5.0335**	**0.0498**	**5.0834**	**1.3633**	**0.0472**	**1.4105**	**0.0000**	**5,101.4074**	**5,101.4074**	**0.0453**	**0.3723**	**5,213.4747**

3.5 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8200e-003	0.0595	0.1212	2.3000e-004		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	19.7146	19.7146	7.9000e-004	0.0000	19.7344
Total	**9.8200e-003**	**0.0595**	**0.1212**	**2.3000e-004**		**1.1100e-003**	**1.1100e-003**		**1.1100e-003**	**1.1100e-003**	**0.0000**	**19.7146**	**19.7146**	**7.9000e-004**	**0.0000**	**19.7344**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.2400e-003	0.3488	0.1141	1.3100e-003	0.0495	2.1400e-003	0.0516	0.0143	2.0400e-003	0.0163	0.0000	125.6872	125.6872	5.2000e-004	0.0180	131.0690
Worker	0.0428	0.0232	0.4098	1.6500e-003	0.2563	6.8000e-004	0.2570	0.0681	6.2000e-004	0.0688	0.0000	165.4626	165.4626	1.9700e-003	3.1700e-003	166.4562

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.0521**	**0.3720**	**0.5239**	**2.9600e-003**	**0.3058**	**2.8200e-003**	**0.3086**	**0.0824**	**2.6600e-003**	**0.0851**	**0.0000**	**291.1498**	**291.1498**	**2.4900e-003**	**0.0212**	**297.5252**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.3600e-003	0.0182	0.1317	2.3000e-004		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	19.7146	19.7146	7.9000e-004	0.0000	19.7343
Total	**3.3600e-003**	**0.0182**	**0.1317**	**2.3000e-004**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**19.7146**	**19.7146**	**7.9000e-004**	**0.0000**	**19.7343**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.2400e-003	0.3488	0.1141	1.3100e-003	0.0474	2.1400e-003	0.0495	0.0138	2.0400e-003	0.0158	0.0000	125.6872	125.6872	5.2000e-004	0.0180	131.0690
Worker	0.0428	0.0232	0.4098	1.6500e-003	0.2430	6.8000e-004	0.2437	0.0649	6.2000e-004	0.0655	0.0000	165.4626	165.4626	1.9700e-003	3.1700e-003	166.4562
Total	**0.0521**	**0.3720**	**0.5239**	**2.9600e-003**	**0.2904**	**2.8200e-003**	**0.2932**	**0.0787**	**2.6600e-003**	**0.0813**	**0.0000**	**291.1498**	**291.1498**	**2.4900e-003**	**0.0212**	**297.5252**

3.6 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1011	0.9483	1.6109	2.5200e-003		0.0463	0.0463		0.0426	0.0426	0.0000	221.2128	221.2128	0.0715	0.0000	223.0014
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1011**	**0.9483**	**1.6109**	**2.5200e-003**		**0.0463**	**0.0463**		**0.0426**	**0.0426**	**0.0000**	**221.2128**	**221.2128**	**0.0715**	**0.0000**	**223.0014**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0106	6.4100e-003	0.0887	3.1000e-004	0.0766	1.8000e-004	0.0768	0.0197	1.6000e-004	0.0198	0.0000	29.9910	29.9910	5.7000e-004	6.7000e-004	30.2045

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.0106**	**6.4100e-003**	**0.0887**	**3.1000e-004**	**0.0766**	**1.8000e-004**	**0.0768**	**0.0197**	**1.6000e-004**	**0.0198**	**0.0000**	**29.9910**	**29.9910**	**5.7000e-004**	**6.7000e-004**	**30.2045**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0310	0.1343	1.9112	2.5200e-003		4.1300e-003	4.1300e-003		4.1300e-003	4.1300e-003	0.0000	221.2125	221.2125	0.0715	0.0000	223.0011
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0310**	**0.1343**	**1.9112**	**2.5200e-003**		**4.1300e-003**	**4.1300e-003**		**4.1300e-003**	**4.1300e-003**	**0.0000**	**221.2125**	**221.2125**	**0.0715**	**0.0000**	**223.0011**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0106	6.4100e-003	0.0887	3.1000e-004	0.0724	1.8000e-004	0.0726	0.0186	1.6000e-004	0.0188	0.0000	29.9910	29.9910	5.7000e-004	6.7000e-004	30.2045
Total	**0.0106**	**6.4100e-003**	**0.0887**	**3.1000e-004**	**0.0724**	**1.8000e-004**	**0.0726**	**0.0186**	**1.6000e-004**	**0.0188**	**0.0000**	**29.9910**	**29.9910**	**5.7000e-004**	**6.7000e-004**	**30.2045**

3.6 Paving - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2513	261.2513	0.0845	0.0000	263.3636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1194**	**1.1199**	**1.9024**	**2.9800e-003**		**0.0546**	**0.0546**		**0.0503**	**0.0503**	**0.0000**	**261.2513**	**261.2513**	**0.0845**	**0.0000**	**263.3636**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0119	6.8400e-003	0.0989	3.6000e-004	0.0905	2.0000e-004	0.0907	0.0232	1.8000e-004	0.0234	0.0000	34.6684	34.6684	6.2000e-004	7.5000e-004	34.9061

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.0119**	**6.8400e-003**	**0.0989**	**3.6000e-004**	**0.0905**	**2.0000e-004**	**0.0907**	**0.0232**	**1.8000e-004**	**0.0234**	**0.0000**	**34.6684**	**34.6684**	**6.2000e-004**	**7.5000e-004**	**34.9061**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0366	0.1586	2.2571	2.9800e-003		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	261.2510	261.2510	0.0845	0.0000	263.3633
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0366**	**0.1586**	**2.2571**	**2.9800e-003**		**4.8800e-003**	**4.8800e-003**		**4.8800e-003**	**4.8800e-003**	**0.0000**	**261.2510**	**261.2510**	**0.0845**	**0.0000**	**263.3633**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0119	6.8400e-003	0.0989	3.6000e-004	0.0855	2.0000e-004	0.0857	0.0220	1.8000e-004	0.0222	0.0000	34.6684	34.6684	6.2000e-004	7.5000e-004	34.9061
Total	**0.0119**	**6.8400e-003**	**0.0989**	**3.6000e-004**	**0.0855**	**2.0000e-004**	**0.0857**	**0.0220**	**1.8000e-004**	**0.0222**	**0.0000**	**34.6684**	**34.6684**	**6.2000e-004**	**7.5000e-004**	**34.9061**

3.6 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0627	0.5878	0.9986	1.5600e-003		0.0287	0.0287		0.0264	0.0264	0.0000	137.1319	137.1319	0.0444	0.0000	138.2407
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0627**	**0.5878**	**0.9986**	**1.5600e-003**		**0.0287**	**0.0287**		**0.0264**	**0.0264**	**0.0000**	**137.1319**	**137.1319**	**0.0444**	**0.0000**	**138.2407**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8900e-003	3.2900e-003	0.0494	1.8000e-004	0.0475	1.0000e-004	0.0476	0.0122	9.0000e-005	0.0123	0.0000	17.8472	17.8472	3.0000e-004	3.7000e-004	17.9659

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**5.8900e-003**	**3.2900e-003**	**0.0494**	**1.8000e-004**	**0.0475**	**1.0000e-004**	**0.0476**	**0.0122**	**9.0000e-005**	**0.0123**	**0.0000**	**17.8472**	**17.8472**	**3.0000e-004**	**3.7000e-004**	**17.9659**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0192	0.0833	1.1848	1.5600e-003		2.5600e-003	2.5600e-003		2.5600e-003	2.5600e-003	0.0000	137.1317	137.1317	0.0444	0.0000	138.2405
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0192**	**0.0833**	**1.1848**	**1.5600e-003**		**2.5600e-003**	**2.5600e-003**		**2.5600e-003**	**2.5600e-003**	**0.0000**	**137.1317**	**137.1317**	**0.0444**	**0.0000**	**138.2405**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8900e-003	3.2900e-003	0.0494	1.8000e-004	0.0449	1.0000e-004	0.0450	0.0115	9.0000e-005	0.0116	0.0000	17.8472	17.8472	3.0000e-004	3.7000e-004	17.9659
Total	**5.8900e-003**	**3.2900e-003**	**0.0494**	**1.8000e-004**	**0.0449**	**1.0000e-004**	**0.0450**	**0.0115**	**9.0000e-005**	**0.0116**	**0.0000**	**17.8472**	**17.8472**	**3.0000e-004**	**3.7000e-004**	**17.9659**

3.7 Architectural Coating - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.1636					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0128	0.0835	0.1753	2.9000e-004		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003	0.0000	24.8942	24.8942	1.0100e-003	0.0000	24.9194
Total	**2.1764**	**0.0835**	**0.1753**	**2.9000e-004**		**1.9800e-003**	**1.9800e-003**		**1.9800e-003**	**1.9800e-003**	**0.0000**	**24.8942**	**24.8942**	**1.0100e-003**	**0.0000**	**24.9194**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1114	0.0604	1.0663	4.2900e-003	0.6670	1.7700e-003	0.6687	0.1773	1.6200e-003	0.1789	0.0000	430.5147	430.5147	5.1300e-003	8.2400e-003	433.0998

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.1114**	**0.0604**	**1.0663**	**4.2900e-003**	**0.6670**	**1.7700e-003**	**0.6687**	**0.1773**	**1.6200e-003**	**0.1789**	**0.0000**	**430.5147**	**430.5147**	**5.1300e-003**	**8.2400e-003**	**433.0998**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.1636					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-003	0.0126	0.1787	2.9000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	24.8942	24.8942	1.0100e-003	0.0000	24.9194
Total	**2.1665**	**0.0126**	**0.1787**	**2.9000e-004**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**	**0.0000**	**24.8942**	**24.8942**	**1.0100e-003**	**0.0000**	**24.9194**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1114	0.0604	1.0663	4.2900e-003	0.6323	1.7700e-003	0.6341	0.1688	1.6200e-003	0.1704	0.0000	430.5147	430.5147	5.1300e-003	8.2400e-003	433.0998
Total	**0.1114**	**0.0604**	**1.0663**	**4.2900e-003**	**0.6323**	**1.7700e-003**	**0.6341**	**0.1688**	**1.6200e-003**	**0.1704**	**0.0000**	**430.5147**	**430.5147**	**5.1300e-003**	**8.2400e-003**	**433.0998**

3.7 Architectural Coating - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9542					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.0700e-003	0.0326	0.0772	1.3000e-004		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	10.9790	10.9790	4.1000e-004	0.0000	10.9891
Total	**0.9593**	**0.0326**	**0.0772**	**1.3000e-004**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**10.9790**	**10.9790**	**4.1000e-004**	**0.0000**	**10.9891**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0469	0.0258	0.4606	1.8700e-003	0.2942	7.4000e-004	0.2949	0.0782	6.8000e-004	0.0789	0.0000	188.1675	188.1675	2.1400e-003	3.5900e-003	189.2894

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.0469**	**0.0258**	**0.4606**	**1.8700e-003**	**0.2942**	**7.4000e-004**	**0.2949**	**0.0782**	**6.8000e-004**	**0.0789**	**0.0000**	**188.1675**	**188.1675**	**2.1400e-003**	**3.5900e-003**	**189.2894**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9542					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2800e-003	5.5400e-003	0.0788	1.3000e-004		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	10.9790	10.9790	4.1000e-004	0.0000	10.9891
Total	**0.9555**	**5.5400e-003**	**0.0788**	**1.3000e-004**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**	**0.0000**	**10.9790**	**10.9790**	**4.1000e-004**	**0.0000**	**10.9891**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0469	0.0258	0.4606	1.8700e-003	0.2789	7.4000e-004	0.2796	0.0744	6.8000e-004	0.0751	0.0000	188.1675	188.1675	2.1400e-003	3.5900e-003	189.2894
Total	**0.0469**	**0.0258**	**0.4606**	**1.8700e-003**	**0.2789**	**7.4000e-004**	**0.2796**	**0.0744**	**6.8000e-004**	**0.0751**	**0.0000**	**188.1675**	**188.1675**	**2.1400e-003**	**3.5900e-003**	**189.2894**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	12.8297	29.5154	148.8516	0.4048	51.2122	0.3400	51.5522	13.6785	0.3209	13.9994	0.0000	40,119.2531	40,119.2531	1.5741	2.0618	40,773.0116
Unmitigated	12.8297	29.5154	148.8516	0.4048	51.2122	0.3400	51.5522	13.6785	0.3209	13.9994	0.0000	40,119.2531	40,119.2531	1.5741	2.0618	40,773.0116

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	2,252.00	2,252.00	2252.00	8,836,627	8,836,627
General Heavy Industry	5,138.87	5,138.87	5138.87	39,806,778	39,806,778
High Turnover (Sit Down Restaurant)	536.00	536.00	536.00	2,381,683	2,381,683
Hotel	640.00	640.00	640.00	3,361,557	3,361,557
Industrial Park	3,016.74	3,016.74	3016.74	23,368,284	23,368,284
Office Park	1,860.37	1,860.37	1860.37	11,649,318	11,649,318
Refrigerated Warehouse-No Rail	3,016.74	3,016.74	3016.74	29,637,513	29,637,513

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Research & Development	1,970.87	1,970.87	1970.87	12,341,212	12,341,212
Supermarket	1,374.00	1,374.00	1374.00	5,901,330	5,901,330
Total	19,805.58	19,805.58	19,805.58	137,284,302	137,284,302

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive	26.99	6.60	26.99	1.50	79.50	19.00	100	0	0
General Heavy Industry	26.99	6.60	26.99	59.00	28.00	13.00	100	0	0
High Turnover (Sit Down	26.99	6.60	26.99	8.50	72.50	19.00	100	0	0
Hotel	26.99	6.60	26.99	19.40	61.60	19.00	100	0	0
Industrial Park	26.99	6.60	26.99	59.00	28.00	13.00	100	0	0
Office Park	26.99	6.60	26.99	33.00	48.00	19.00	100	0	0
Refrigerated Warehouse-No	26.99	6.60	26.99	59.00	0.00	41.00	100	0	0
Research & Development	26.99	6.60	26.99	33.00	48.00	19.00	100	0	0
Supermarket	26.99	6.60	26.99	6.50	74.50	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.539991	0.053026	0.177364	0.126336	0.021895	0.005898	0.007548	0.037852	0.000437	0.000263	0.025923	0.000745	0.002723
General Heavy Industry	0.539991	0.053026	0.177364	0.126336	0.021895	0.005898	0.007548	0.037852	0.000437	0.000263	0.025923	0.000745	0.002723
High Turnover (Sit Down Restaurant)	0.539991	0.053026	0.177364	0.126336	0.021895	0.005898	0.007548	0.037852	0.000437	0.000263	0.025923	0.000745	0.002723
Hotel	0.539991	0.053026	0.177364	0.126336	0.021895	0.005898	0.007548	0.037852	0.000437	0.000263	0.025923	0.000745	0.002723
Industrial Park	0.539991	0.053026	0.177364	0.126336	0.021895	0.005898	0.007548	0.037852	0.000437	0.000263	0.025923	0.000745	0.002723
Office Park	0.539991	0.053026	0.177364	0.126336	0.021895	0.005898	0.007548	0.037852	0.000437	0.000263	0.025923	0.000745	0.002723
Refrigerated Warehouse-No Rail	0.539991	0.053026	0.177364	0.126336	0.021895	0.005898	0.007548	0.037852	0.000437	0.000263	0.025923	0.000745	0.002723
Research & Development	0.539991	0.053026	0.177364	0.126336	0.021895	0.005898	0.007548	0.037852	0.000437	0.000263	0.025923	0.000745	0.002723
Supermarket	0.539991	0.053026	0.177364	0.126336	0.021895	0.005898	0.007548	0.037852	0.000437	0.000263	0.025923	0.000745	0.002723

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	147,817.2740	147,817.2740	23.9140	2.8987	149,278.9243
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	147,817.2740	147,817.2740	23.9140	2.8987	149,278.9243
NaturalGas Mitigated	0.5921	5.3824	4.5212	0.0323		0.4091	0.4091		0.4091	0.4091	0.0000	5,859.3606	5,859.3606	0.1123	0.1074	5,894.1799
NaturalGas Unmitigated	0.5921	5.3824	4.5212	0.0323		0.4091	0.4091		0.4091	0.4091	0.0000	5,859.3606	5,859.3606	0.1123	0.1074	5,894.1799

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant w/o	1.03635e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.3036	55.3036	1.0600e-003	1.0100e-003	55.6322
General Heavy Industry	4.32591e+007	0.2333	2.1206	1.7813	0.0127		0.1612	0.1612		0.1612	0.1612	0.0000	2,308.4717	2,308.4717	0.0443	0.0423	2,322.1898

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High Turnover (Sit Down Restaurant)	1.03635e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.3036	55.3036	1.0600e-003	1.0100e-003	55.6322
Hotel	5.10059e+006	0.0275	0.2500	0.2100	1.5000e-003		0.0190	0.0190		0.0190	0.0190	0.0000	272.1867	272.1867	5.2200e-003	4.9900e-003	273.8041
Industrial Park	3.46603e+007	0.1869	1.6990	1.4272	0.0102		0.1291	0.1291		0.1291	0.1291	0.0000	1,849.6076	1,849.6076	0.0355	0.0339	1,860.5989
Office Park	3.40034e+006	0.0183	0.1667	0.1400	1.0000e-003		0.0127	0.0127		0.0127	0.0127	0.0000	181.4552	181.4552	3.4800e-003	3.3300e-003	182.5335
Refrigerated Warehouse-No	8.08741e+006	0.0436	0.3964	0.3330	2.3800e-003		0.0301	0.0301		0.0301	0.0301	0.0000	431.5751	431.5751	8.2700e-003	7.9100e-003	434.1397
Research & Development	1.29967e+007	0.0701	0.6371	0.5352	3.8200e-003		0.0484	0.0484		0.0484	0.0484	0.0000	693.5517	693.5517	0.0133	0.0127	697.6732
Supermarket	223100	1.2000e-003	0.0109	9.1900e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004	0.0000	11.9055	11.9055	2.3000e-004	2.2000e-004	11.9762
Total		**0.5921**	**5.3824**	**4.5212**	**0.0323**		**0.4091**	**0.4091**		**0.4091**	**0.4091**	**0.0000**	**5,859.3606**	**5,859.3606**	**0.1123**	**0.1074**	**5,894.1798**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant w/o	1.03635e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.3036	55.3036	1.0600e-003	1.0100e-003	55.6322
General Heavy Industry	4.32591e+007	0.2333	2.1206	1.7813	0.0127		0.1612	0.1612		0.1612	0.1612	0.0000	2,308.4717	2,308.4717	0.0443	0.0423	2,322.1898
High Turnover (Sit Down Restaurant)	1.03635e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.3036	55.3036	1.0600e-003	1.0100e-003	55.6322
Hotel	5.10059e+006	0.0275	0.2500	0.2100	1.5000e-003		0.0190	0.0190		0.0190	0.0190	0.0000	272.1867	272.1867	5.2200e-003	4.9900e-003	273.8041
Industrial Park	3.46603e+007	0.1869	1.6990	1.4272	0.0102		0.1291	0.1291		0.1291	0.1291	0.0000	1,849.6076	1,849.6076	0.0355	0.0339	1,860.5989
Office Park	3.40034e+006	0.0183	0.1667	0.1400	1.0000e-003		0.0127	0.0127		0.0127	0.0127	0.0000	181.4552	181.4552	3.4800e-003	3.3300e-003	182.5335
Refrigerated Warehouse-No	8.08741e+006	0.0436	0.3964	0.3330	2.3800e-003		0.0301	0.0301		0.0301	0.0301	0.0000	431.5751	431.5751	8.2700e-003	7.9100e-003	434.1397
Research & Development	1.29967e+007	0.0701	0.6371	0.5352	3.8200e-003		0.0484	0.0484		0.0484	0.0484	0.0000	693.5517	693.5517	0.0133	0.0127	697.6732
Supermarket	223100	1.2000e-003	0.0109	9.1900e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004	0.0000	11.9055	11.9055	2.3000e-004	2.2000e-004	11.9762
Total		**0.5921**	**5.3824**	**4.5212**	**0.0323**		**0.4091**	**0.4091**		**0.4091**	**0.4091**	**0.0000**	**5,859.3606**	**5,859.3606**	**0.1123**	**0.1074**	**5,894.1798**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o	1.19985e+006	111.0147	0.0180	2.1800e-003	112.1124
General Heavy Industry	3.92769e+008	36,340.4750	5.8792	0.7126	36,699.8178
High Turnover (Sit Down Restaurant)	1.19985e+006	111.0147	0.0180	2.1800e-003	112.1124
Hotel	2.75264e+007	2,546.8496	0.4120	0.0499	2,572.0334
Industrial Park	5.10277e+008	47,212.7702	7.6381	0.9258	47,679.6206
Office Park	3.87828e+007	3,588.3279	0.5805	0.0704	3,623.8101
Refrigerated Warehouse-No	5.05442e+008	46,765.3871	7.5657	0.9171	47,227.8137
Research & Development	1.18003e+008	10,918.0456	1.7663	0.2141	11,026.0057
Supermarket	2.4144e+006	223.3894	0.0361	4.3800e-003	225.5983

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Total		**147,817.2740**	**23.9140**	**2.8987**	**149,278.9243**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o	1.19985e+006	111.0147	0.0180	2.1800e-003	112.1124
General Heavy Industry	3.92769e+008	36,340.4750	5.8792	0.7126	36,699.8178
High Turnover (Sit Down Restaurant)	1.19985e+006	111.0147	0.0180	2.1800e-003	112.1124
Hotel	2.75264e+007	2,546.8496	0.4120	0.0499	2,572.0334
Industrial Park	5.10277e+008	47,212.7702	7.6381	0.9258	47,679.6206
Office Park	3.87828e+007	3,588.3279	0.5805	0.0704	3,623.8101
Refrigerated Warehouse-No	5.05442e+008	46,765.3871	7.5657	0.9171	47,227.8137
Research & Development	1.18003e+008	10,918.0456	1.7663	0.2141	11,026.0057
Supermarket	2.4144e+006	223.3894	0.0361	4.3800e-003	225.5983
Total		**147,817.2740**	**23.9140**	**2.8987**	**149,278.9243**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	26.5904	7.6000e-004	0.0849	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	0.1660	0.1660	4.3000e-004	0.0000	0.1767
Unmitigated	30.9554	7.6000e-004	0.0849	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	0.1660	0.1660	4.3000e-004	0.0000	0.1767

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.6767					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	26.2709					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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Landscaping	7.7700e-003	7.6000e-004	0.0849	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	0.1660	0.1660	4.3000e-004	0.0000	0.1767
Total	**30.9554**	**7.6000e-004**	**0.0849**	**1.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**0.1660**	**0.1660**	**4.3000e-004**	**0.0000**	**0.1767**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3118					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	26.2709					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.7700e-003	7.6000e-004	0.0849	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	0.1660	0.1660	4.3000e-004	0.0000	0.1767
Total	**26.5904**	**7.6000e-004**	**0.0849**	**1.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**0.1660**	**0.1660**	**4.3000e-004**	**0.0000**	**0.1767**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet
Install Low Flow Shower
Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,085.7689	43.1446	1.0293	2,471.1049
Unmitigated	1,356.1887	53.9306	1.2866	3,087.8485

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o	1.51767 / 0.0968725	1.2727	0.0496	1.1800e-003	2.8648
General Heavy Industry	382.111 / 0	312.5282	12.4820	0.2978	713.3079
High Turnover (Sit Down Restaurant)	1.51767 / 0.0968725	1.2727	0.0496	1.1800e-003	2.8648
Hotel	2.02934 / 0.225482	1.7328	0.0663	1.5800e-003	3.8620
Industrial Park	494.766 / 0	404.6694	16.1620	0.3855	923.6089
Office Park	28.9031 / 17.7148	29.3765	0.9451	0.0226	59.7484
Refrigerated Warehouse-No	494.766 / 0	404.6694	16.1620	0.3855	923.6089

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Research & Development	244.097 / 0	199.6466	7.9737	0.1902	455.6692
Supermarket	1.23268 / 0.0381242	1.0206	0.0403	9.6000e-004	2.3136
Total		**1,356.1887**	**53.9306**	**1.2866**	**3,087.8485**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o	1.21413 / 0.0909632	1.0225	0.0397	9.5000e-004	2.2962
General Heavy Industry	305.688 / 0	250.0226	9.9856	0.2382	570.6463
High Turnover (Sit Down Restaurant)	1.21413 / 0.0909632	1.0225	0.0397	9.5000e-004	2.2962
Hotel	1.62347 / 0.211728	1.3964	0.0530	1.2700e-003	3.0999
Industrial Park	395.813 / 0	323.7355	12.9296	0.3084	738.8871
Office Park	23.1224 / 16.6342	24.2986	0.7562	0.0181	48.6040
Refrigerated Warehouse-No	395.813 / 0	323.7355	12.9296	0.3084	738.8871
Research & Development	195.277 / 0	159.7173	6.3789	0.1522	364.5353
Supermarket	0.986146 / 0.0357986	0.8182	0.0322	7.7000e-004	1.8526
Total		**1,085.7689**	**43.1446**	**1.0293**	**2,471.1048**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	722.5849	42.7035	0.0000	1,790.1735
Unmitigated	1,445.1698	85.4071	0.0000	3,580.3470

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o	57.59	11.6903	0.6909	0.0000	28.9621
General Heavy Industry	2048.94	415.9163	24.5800	0.0000	1,030.4150

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

High Turnover (Sit Down Restaurant)	59.5	12.0780	0.7138	0.0000	29.9226
Hotel	43.8	8.8910	0.5254	0.0000	22.0271
Industrial Park	2653.02	538.5391	31.8268	0.0000	1,334.2078
Office Park	151.24	30.7004	1.8143	0.0000	76.0588
Refrigerated Warehouse-No	2011.16	408.2473	24.1267	0.0000	1,011.4154
Research & Development	37.73	7.6589	0.4526	0.0000	18.9745
Supermarket	56.4	11.4487	0.6766	0.0000	28.3637
Total		**1,445.1698**	**85.4071**	**0.0000**	**3,580.3470**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o	28.795	5.8451	0.3454	0.0000	14.4811
General Heavy Industry	1024.47	207.9582	12.2900	0.0000	515.2075
High Turnover (Sit Down Restaurant)	29.75	6.0390	0.3569	0.0000	14.9613
Hotel	21.9	4.4455	0.2627	0.0000	11.0135
Industrial Park	1326.51	269.2695	15.9134	0.0000	667.1039
Office Park	75.62	15.3502	0.9072	0.0000	38.0294
Refrigerated Warehouse-No	1005.58	204.1237	12.0634	0.0000	505.7077
Research & Development	18.865	3.8294	0.2263	0.0000	9.4872
Supermarket	28.2	5.7244	0.3383	0.0000	14.1818
Total		**722.5849**	**42.7035**	**0.0000**	**1,790.1735**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation