Appendix G – Greenhouse Gas Assessment

Greenhouse Gas Emissions Assessment
Potrero Logistics Center
City of Beaumont, 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
CPP	Clean Power Plan
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
$MMTCO_2e$	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
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
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 Potrero Logistics Center (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

The Project site is in the northwest portion of the City of Beaumont, south of State Route 60 (SR-60) and approximately 1.0-mile west of Interstate 10 (I-10). The site is bounded to the north by SR-60 and the Heartland Specific Plan, to the east by the future alignment of Potrero Boulevard (when extended south of SR-60) and vacant parcels, to the south by the unpaved alignment of 4th Street, and to the west by undeveloped parcels.

The City of Beaumont is a City in Riverside County, California, located at a half-mile elevation in the pass area south of Southern California's highest peak, San Gorgonio Mountain, and north of San Jacinto peak. Beaumont is bounded on the east by the City of Banning, on the south by the City of San Jacinto, on the west by the City of Calimesa, and on the north by the unincorporated community of Cherry Valley; see Exhibit 1: Regional Vicinity.

1.2 Project Description

The proposed warehouse Project consists of a two-story concrete tilt-up "high-cube" logistics warehouse building of approximately 577,920-square feet on approximately 32-acres. The warehouse Project would include office space totaling approximately 20,000-square feet in addition to other associated facilities and improvements; such as a perimeter fencing, parking, onsite and perimeter landscaping, lighting, and exterior sidewalks.

The Project site consists of two parcels, parcel number 424-010-005 is located within City of Beaumont and parcel number 424-010-009 is located within Riverside County and will require annexation into the City of Beaumont. The area to be annexed into the City of Beaumont, consists of one (1) parcel encompassing approximately 9.94 acres, see Exhibit 2: Site Vicinity This expansion will also require a designation within the City's General Plan as well as designation of an appropriate Zoning classification.

The proposed warehouse includes 112 truck bays, 56 oriented to face north and 56 oriented to face south. Daily activities within the project site will include maneuvering forklifts, lift equipment, and large semi-trucks through and around the site and backing into the loading docks, all of which emit warning (high pitch beep beep) sounds consistent with the Occupational Safety and Health Administration (OSHA) requirements.

To facilitate passenger car traffic there are two (2) passenger car driveways, one proposed on 4th Street (aligned) and the other incorporated with the Potrero Boulevard extension to be built in the existing right-of-way extending from the eastern property limit. The site plan and circulation have been designed to direct truck traffic to 4th Street via the direct drive/public access at the south end of the project to Potrero Boulevard.

In addition to the site-specific development, the project will also include the construction of specific offsite improvements (including requisite water, sewer, and storm drain facilities to support the project) and street frontage improvements on Potrero Boulevard and 4th Street.

Existing General Plan Land Use and Zoning Designations

The Project site is currently located within two jurisdictions. As previously discussed, APN 424-010-005 is in the City and has a land use and zoning designation of Industrial (I) and Commercial (Industrial Overlay), respectively. APN 424-010-009 is located in the County's jurisdiction and has a land use and zoning designation of Rural Residential (R-R) and W-2 Controlled Development Area, respectively. The zoning designation for APN 424-010-009 will be updated and would follow City's zoning and land use designations once annexation into the City is complete. Refer to Table 1: General Plan Land Use and Zoning Designations.

Table 1: General Plan Land Use and Zoning Designations

Location/APN		Existing General Plan Land Use Designation	Existing Zoning Designation	Future General Plan Land Use Designation	Future Zoning Designation
Project Site	424-010-005 (City)	(I) Industrial	Commercial General	TBD	TBD
Project Site	424-010-009 (County of Riverside)	(R-R) Rural Residential	W-2-20 Controlled Development Area	TBD	TBD
North		(SFR) Single-Family Residential (UV) Urban Village (OS) Open Space	(SPA) Specific Plan Area	Rural Residential	(SPA) Specific Plan Area
South		(R-R) Rural Residential County of Riverside	County of Riverside	County of Riverside	County of Riverside
East		(R-R) Rural Residential County of Riverside	County of Riverside	County of Riverside	County of Riverside
West		(R-R) Rural Residential County of Riverside	County of Riverside	County of Riverside	County of Riverside

Sources: City of Beaumont. March 6, 2018. *General Plan Update – Land Use Designations*.
Riverside County, January 29, 2020. Riverside County Mapping Portal – General Plan Land Use.
https://gisopendata-countyofriverside.opendata.arcgis.com/datasets/general-plan-landuse

Warehouse Facility

The proposed Project consists of a "high-cube" logistics warehouse building of approximately 577,920-square feet on approximately 32.02- acres. The warehouse Project would include office space totaling approximately 20,000-square feet in addition to other associated facilities and improvements; such as a perimeter fencing, parking, onsite and perimeter landscaping, lighting, and exterior sidewalks; refer to Exhibit 3: Conceptual Site Plan. It should be noted that the Project cannot exceed a maximum of 288,960 square feet for refrigerated purposes (50 percent of the warehouse square footage).

Site Access

Vehicular and truck site access is provided via two 40-foot wide driveways, the driveway on Potrero Boulevard would provide ingress to the site and the driveway on 4th Street would provide egress from the site.

Parking

Parking would be located on the east and southeast portions of the site. The proposed Project goes would provide 314 automobile parking stalls; additionally, 106 trailer stalls and 112 dock doors are provided along the north and south property lines. The truck stalls and truck bays will be oriented to face north and south. Daily activities within the Project site will include maneuvering forklifts, lift equipment, and large semi-trucks through and around the site and backing into the loading docks, all of which emit warning (high pitch beep beep) sounds consistent with the Occupational Safety and Health Administration (OSHA) requirements.

Landscaping and Retention Basin

Approximately 21 percent or 290,982-square feet of the site would be covered in new landscaping. On-site water quality and storm drainage within the proposed warehouse development will be addressed through the placement of three detention basins. One detention basin would be located near the northern property line (approximately 4.03-acres) and two detention basins near the southern property line (approximately 3.62-acres). There is also an existing drainage course that will need to be conveyed through the site. It will have a separate system to prevent mixing with the onsite flows to avoid water quality issues with the offsite flows.

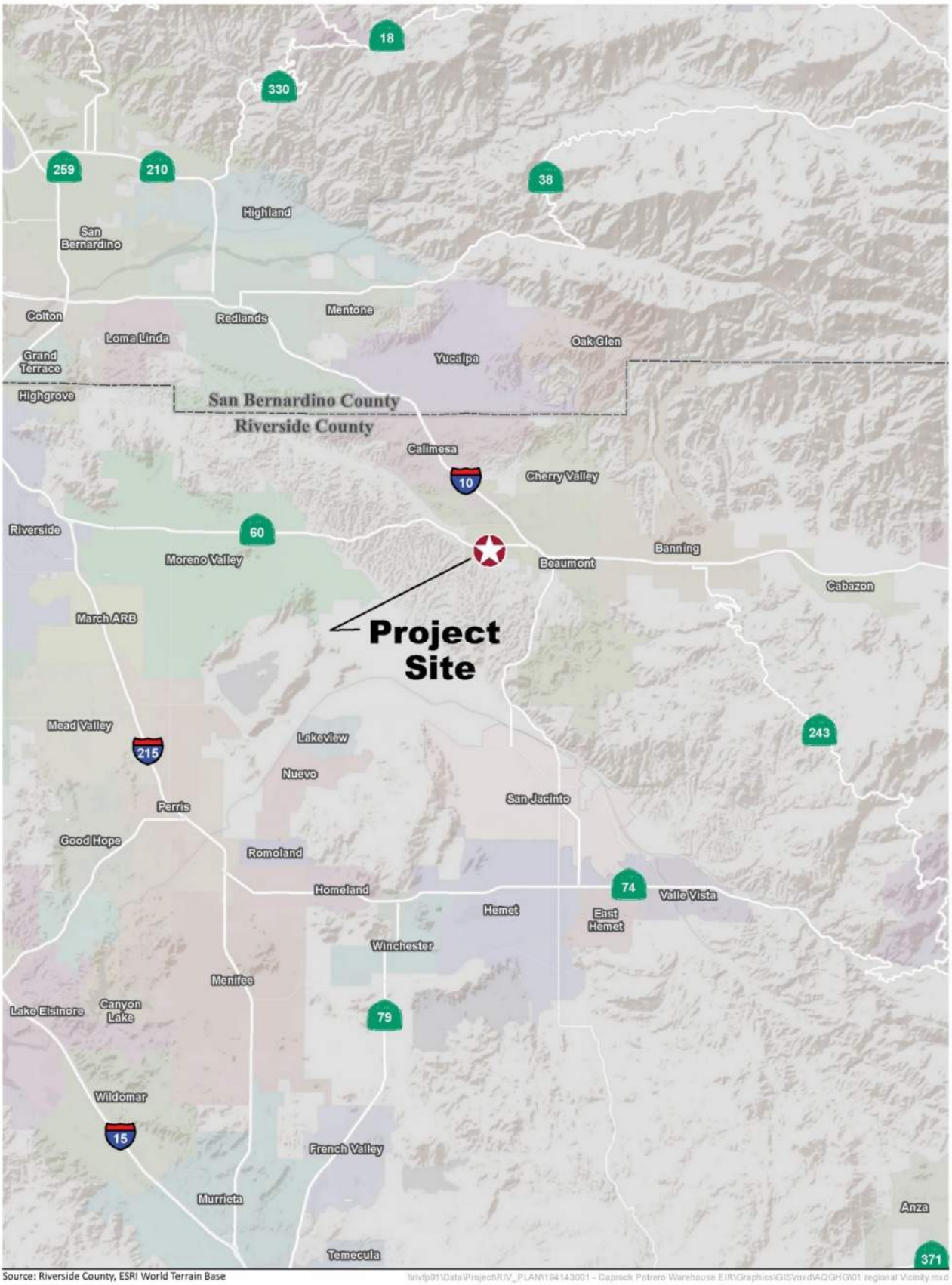
Project Improvements

The following is a list of on- and off-site improvements:

- On- and off-site utility connections and street improvements: water, sewer, gas, electric and street frontage improvements along Potrero Boulevard and 4th Street;
- The existing on-site drainage course would need to be conveyed through the site. It would have a separate system to prevent "comingling" with the onsite flows to prevent any water quality issues with the offsite flows;
- Water improvements would include a connection to the water line on 4th Street immediately adjacent to the site, and construction of a water line on Potrero Boulevard;
- Sewer service would be addressed by connecting to the existing pump station on 4th Street; effluent would then be lifted to the nearest gravity main for transmission to the City of Beaumont sewer treatment plant; and
- Storm drain improvements would consist of collecting and treating onsite flows prior to conveying them offsite to an existing storm drain system on 4th Street, or directly into Coopers Creek.

Project Design Features

The Project applicant proposes various Project Design Features that would minimize emissions. Project Design Features relevant to this analysis include providing electrical outlets in loading dock areas to provide power for trucks, and ensuring that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity. Project Design Features would be incorporated into the project design and constructed or implemented as part of the Project.



Source: Riverside County, ESRI World Terrain Base

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EXHIBIT 1: Regional Vicinity
Potrero Logistics Center

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Miles

Kimley»Horn

Source: Near Map - Image dated 9-20-2019

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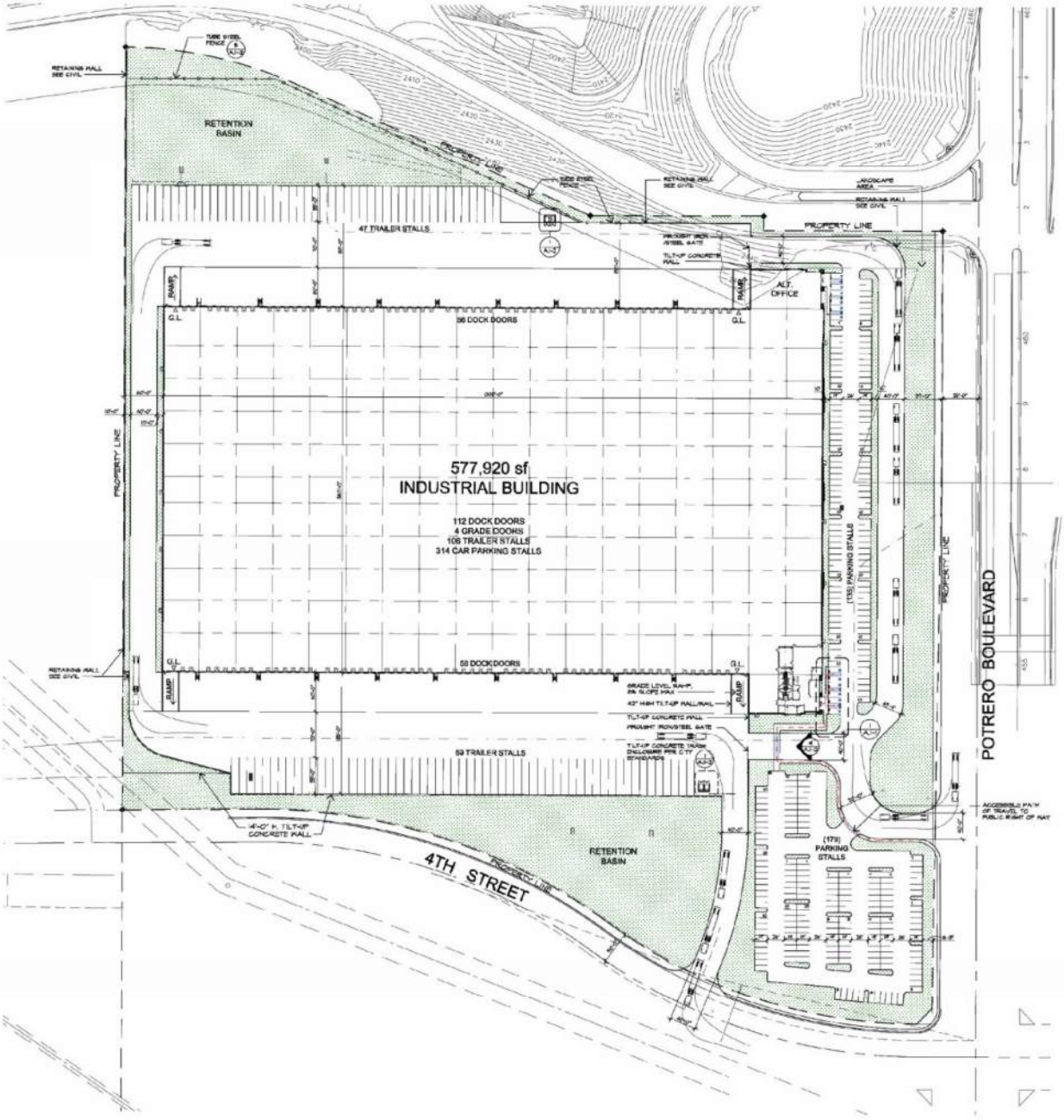
EXHIBIT 2: Site Vicinity
Potrero Logistics Center

0 200 400
Feet

Kimley»Horn



Source: douglasfranz "Progress Set Aug-27-2019"

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EXHIBIT 3: Site Plan
Potrero Logistics Center

Not to Scale

Kimley»Horn

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 back 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 (about 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.

[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.

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 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, about 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 about 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 about 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*, (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), accessed 2-5-2020; 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 (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing 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 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 EPA's assessment of the scientific evidence that form the basis for the 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 EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 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 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 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 EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the 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.

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 CO_2 equivalents (CO_2e) in the world and produced 459 million gross metric tons of CO_2e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State 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 Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

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

AB 32 instructs 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.

CARB 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:

[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.

- 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 zero emission vehicle (ZEV) buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of 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 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 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. 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[4]. 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 SB 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.

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.

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.

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 EPA's denial of an implementation waiver. The 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.

[4] California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed May 9, 2018.

SB 1078 and SBX1-2 (Renewable Electricity Standards)

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which 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. SBX1-2, which 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 25 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 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.

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 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 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and took effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017. Updates to the 2016 CALGreen Code took effect on January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

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.

3.3 Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions. With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2e$ per service population per year. It is noted that efficiency metrics do not correlate well with the magnitude of an industrial project. An industrial source's emissions normally correlate with other factors such as fuel usage and performance standards such as emissions per resident or employee do not apply to most industrial sources. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

When the tiered approach is applied to a proposed project, and the project is found not to comply with Tier 1 or Tier 2, the project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by SCAQMD is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because, at the time, SCAQMD anticipated that CARB would be adopting a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted, and the interim threshold remains in effect.

For projects for which SCAQMD is not a lead agency, no screening thresholds have been formally adopted. However, the SCAQMD Working Group has recommended a threshold of 10,000 $MTCO_2e$/year for industrial projects and 3,000 $MTCO_2e$/year for residential and commercial projects. SCAQMD determined that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).[5]

Southern California Association of Governments

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted Connect SoCal (*2020 - 2045 Regional Transportation Plan/ Sustainable Communities Strategy* [RTP/SCS]). The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

3.4 Local

City of Beaumont Climate Action Plan

The goal of the City of Beaumont Climate Action Plan (CAP) *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions* is to provide a more livable, equitable, economically vibrant community through the incorporation of energy efficiency features and reduction of GHG emissions. The CAP goals, measures, and actions applicable to the Project include the following:

Goal 4: Increase Energy Efficiency in New Commercial Development

Measure 4.1: Encourage or require energy efficiency standards exceeding state requirements

Actions

- Educate City staff, developers, etc., on future Title 24 updates and the additional energy efficiency opportunities for new commercial development
- Promote Tier 1, Tier 2, Green Building Ratings such as LEED, Build It Green/Green Point Rating System, or Energy Star certified buildings
- By 2030 consider establishing on-line permitting to facilitate upgrades
- Create an Energy award program for net-zero-net energy homes

[5] SCAQMD, "Staff Report: Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans," December 5, 2008, Attachment E: "Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold," October 2008, p. 3-2.

Goal 5: Increase Energy Efficiency Through Water Efficiency

Measure 5.1: Support water efficiency through enhanced implementation of SB X7-7

Actions

- Require low-irrigation landscaping

Measure 5.2: Exceed water efficiency standards

Actions

- Staff time dedicated to work with HOAs, businesses, and other groups for outreach
- Allow recycled or grey water uses for non-municipal uses
- Work with Water District to increase recycled water potential
- Promote rainwater harvesting rebates and demonstrations

Goal 7: Decrease GHG Emissions Through Reducing Vehicle Miles Traveled

Measure 7.4: Promote ride sharing programs within businesses

Actions

- Promote ridesharing and facilitate air district incentives for ride sharing
- Require businesses of a certain size to have facilities (bike racks, showers, etc.)

Measure 7.5: Electrify The Fleet

Actions

- Work with Community groups and business to install e-chargers
- Require or incentivize new commercial development to install e-chargers

4 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Thresholds and Significance Criteria

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions[6].

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning greenhouse gases. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this analysis:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

South Coast Air Quality Management District Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 $MTCO_2e$ industrial threshold for projects where the SCAQMD is lead agency. The SCAQMD GHG CEQA Significance Threshold Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.) during Meeting #8. Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project.[7] During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. Furthermore, the Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The SCAQMD has not announced when staff is expecting to present GHG thresholds for land use projects where the SCAQMD is not the lead agency to the governing board.

[6] 14 California Code of Regulations, Section 15064.4a

[7] South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8*, 2009.

City of Beaumont

The City of Beaumont has not adopted project-specific significance thresholds, and instead relies on SCAQMD's recommended Tier 3 screening thresholds to determine the significance of a project's GHG emissions. Although this Project proposes an industrial warehouse, the considerable majority of GHG emissions generated in relation to the project would result from mobile truck emissions, and not stationary industrial sources. Therefore, to provide the most conservative analysis, the City will apply the 3,000 $MTCO_2e$/year screening threshold recommended by SCAQMD for residential and commercial projects, the emissions of which primarily the result of mobile, and not stationary, sources.

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.[9] 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 2016.3.2 (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. GHG emissions during construction 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.

It should be noted that CalEEMod emission factors incorporate compliance with some, but not all, applicable rules and regulations regarding energy efficiency and vehicle fuel efficiency, and other GHG reduction policies, as described in the CalEEMod User's Guide (November 2017). For example, RPS is not accounted for in the current version of CalEEMod. Reductions from RPS are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility complying with the 33 percent renewable mandate by 2020. As of 2018 (latest available), Southern California Edison's (SCE) power mix was at 35 percent renewable energy[10] and will be required to achieve the 60 percent renewable energy goal by 2030 established by SB 100. The CalEEMod carbon intensity factor was adjusted within the model to represent Southern California Edison's current emissions rate.

Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. The Water Conservation Act of 2009 mandates a 20 percent reduction in urban

[9] 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.

[10] California Energy Commission, *2019 Power Content Label*, October 2020.

water use that is implemented with these regulations. Benefits of the water conservation regulations are applied in the CalEEMod mitigation component. Adjustments were also made for Project design features that would reduce GHG emissions. The proposed Project would also be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems.

The 2019 Building Energy Efficiency Standards (adopted on May 9, 2018) took effect on January 1, 2020. Under the 2019 standards, homes would use about 53 percent less energy and nonresidential buildings would use about 30 percent less energy than buildings under the 2016 standards. Adjustments were made for Project design features that would reduce GHG emissions.

The mitigated output from CalEEMod show reductions from existing regulatory requirements and Project design features that are termed “mitigation” within the model; however, those modeling components associated with locational measures and compliance with existing regulations are not considered mitigation under CEQA, but rather are treated as Project design features.

5 POTENTIAL IMPACTS AND MITIGATION

5.1 Greenhouse Gas Emissions

Threshold 5.1 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

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in Table 3: Construction-Related Greenhouse Gas Emissions.

Table 3: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
Construction	1,428
30-Year Amortized Construction	47.60

Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.

As shown, the Project would result in the generation of approximately 1,428 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30 year period and then added to the operational emissions.[11] The amortized Project construction emissions would be 47.60 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. 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, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Several Project design features and standard conditions of approval applicable to the Project would help to reduce GHG emissions. Some of the Project design features included to reduce energy consumption also would reduce GHG emissions. PDFs that would directly result in a reduction of GHG emissions include the following:

- Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design features for potential certification and will employ energy and water conservation measures in accordance with such standards. This includes design considerations

[11] 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).

related to the building envelope; heating, ventilating, and air conditioning; lighting; and power systems;

- Surface parking lots will be well landscaped to reduce heat island effect. Parking lot landscaping will be planted with 15-gallon trees, at a rate of one per every four parking stalls. The trees may be clustered, but a minimum of one cluster will be provided for each 100 feet of parking row. Trees will be selected and placed to provide canopy and shade for the parking lots;
- Electrical outlets will be provided in loading dock areas to provide power for trucks.; and
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity.

In addition, prior to issuance of a building permit, the City of Beaumont would review and verify that the Project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. The Project would also be required to adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, and energy efficiency. Construction activities would be required to monitor air quality emissions using applicable regulatory guidance such as the SCAQMD Rules.

Total GHG emissions associated with the Project are summarized in Table 4: Project Greenhouse Gas Emissions. Along with the emissions calculated by CalEEMod, Table 4 also includes emissions from transport refrigeration units (TRU) and CO_2 sequestration associated with the planting of approximately 414 trees described in the landscape plan.

As described above, the significance of the Project's thresholds is determined by comparing the total annual GHG emissions (including both operational and amortized construction emissions) against the SCAQMD's recommended Tier 3 screening threshold of 3,000 $MTCO_2e$/year for residential and commercial projects.

As shown in Table 4, the Project would generate approximately 13,638.93 $MTCO_2e$ annually from both construction and operations and the Project. It should be noted that the Project proposes a maximum of 50 percent of the building square footage would be used for refrigerated purposes. Project-related GHG emissions would exceed the City's 3,000 $MTCO_2e$ per year threshold. The majority of the GHG emissions (58 percent) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards.

Mitigation Measures AQ-1 through AQ-6 are identified in the Project's Air Quality Assessment to reduce mobile source emissions. Mitigation Measure AQ-1 requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit. Mitigation Measure AQ-2 requires electrical hookups at all loading bays and Mitigation Measure AQ-3 prohibits idling when engines are not in use. Additionally, Mitigation Measure AQ-4 promotes the use of alternative fuels and clean fleets, Mitigation Measure AQ-5 requires the use of 2010 model year trucks or newer, and MM AQ-6 requires electric vehicle charging stations and/or infrastructure to support the future installation of truck charging stations. These mitigation measures are incorporated in the GHG emissions shown in Table 4 under the "Mitigated" column and would reduce GHG emissions by reducing the number of employee vehicles onsite, reducing the amount of time trucks spend idling, and replacing older trucks with newer models. As shown in Table 4, although implementation of these mitigation

measures would reduce GHG emissions to 13,259.79 $MTCO_2e$ per year, the resulting emissions are still expected to exceed the SCAQMD guideline threshold. No additional feasible mitigation beyond AQ-1 through AQ-6 are available to further reduce emissions. Therefore, this impact would remain potentially significant.

Table 4: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year	
	Unmitigated	**Mitigated**
Construction Amortized Over 30 Years	47.60	47.60
Area Source	0.03	0.03
Energy	3,642.47	3,585.64[1]
Mobile	8,631.96	8,427.66[2]
Transport Refrigeration Units	68.79	68.79
Off-road	376.03	376.03
Waste	273.38	273.38
Water and Wastewater	608.30	490.28[3]
CO_2 Sequestration from Trees	- 9.63	- 9.63
Total	**13,638.93**	**13,259.79**
Threshold of Significance	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**Yes**

1. 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards used by CalEEMod as default.
2. Mitigation Measure AQ-1 (refer to the Projects Air Quality Assessment) requires implementation of a TDM program, Mitigation Measure AQ-5 requires the use of 2010 trucks or newer.
3. Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. These are regulatory measures have been incorporated into the CalEEMod mitigation module.

Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.

Table 4 shows the majority of the Project's GHG emissions (9,077.78 $MTCO_2e$ or 67 percent) are associated with non-construction related mobile sources (i.e., 8,427.66 $MTCO_2e$ from trucks, 69.79 $MTCO_2e$ from transport refrigeration units, and 376.03 $MTCO_2e$ from off-road equipment utilizing the warehouse).

Mitigation Measures (MM) AQ-1 through AQ-6 are identified in the Project's Air Quality Assessment to reduce mobile source emissions. MM AQ-1 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage transit. MM AQ-2 requires electrical hookups at all loading bays and MM AQ-3 prohibits idling when engines are not in use. Additionally, MM AQ-4 promotes the use of alternative fuels and clean fleets. MMs AQ-5 and AQ-6 require the use of model year 2010 trucks or newer and require electric vehicle charging stations and infrastructure be provided. These mitigation measures are incorporated in the GHG emissions shown in Table 4 under the "Mitigated" column and would reduce GHG emissions by reducing the number of employee vehicles onsite, reducing the amount of time trucks spend idling, and replacing older trucks with newer models. While implementation of these mitigation measures would reduce mobile emissions to 8,427.66 $MTCO_2e$ per year (and total GHG emissions to 13,259.79 $MTCO_2e$ per year), the Project's

emissions would still exceed the 3,000 $MTCO_2e$ per year threshold. Additional mitigation to further reduce these emissions is not feasible.

Additional mitigation to reduce the Project's mobile emissions is not feasible due to the limited ability of the City of Beaumont to address emissions resulting from trucks, cars, and/or emissions generated by these trucks outside of the City's limits. As with all land use projects, the Project's mobile and transportation-related GHG emissions are a function of two parameters: emissions control technology and vehicle miles traveled (VMT).

CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the state's Low Carbon Fuel Standard (Executive Order S-01-07) ("LCFS"), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score, and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period. In 2018, CARB approved amendments to the LCFS, which strengthened the carbon intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The state is also implementing legislation and regulations to address the second parameter affecting transportation-related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark. However, the state has determined that VMT regulations are not applicable to heavy trucks, such as those that will utilize the proposed Project and generate the majority of the Project's GHG emissions.

As such, the City of Beaumont has no regulatory control over emissions control technology and therefore limited ability to control or mitigate emissions associated with truck emissions associated with this Project.

Additional mitigation to further reduce the Project's non-mobile emissions is also not feasible. The Project's PDFs already address non-mobile emissions to extent possible, by designing buildings to provide environmental design features, incorporate energy and water conservation measures, and provide electrical, heating, ventilation, lighting, and power systems that meet CALGreen Standards with Leadership in Energy and Environmental Design. Further, they require landscaping to reduce health island effect, tree planting, non-diesel fueled cargo handling equipment, etc.

The reliance on carbon offsets to reduce either the Project's mobile or non-mobile emissions is also not feasible, as no local programs are available that would meet CEQA's criteria for a valid mitigation measure. To reduce emissions, purchased offset credits must be genuine, quantifiable, additional and verifiable. Even offset credits purchased from CARB-approved offset project registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions, or cannot guarantee that such reductions are additional to any reduction that would occur

under business-as-usual operations and reductions required by law. Such offsets have been determined to not comply with CEQA's definition of a valid mitigation measure. See *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467.

The City of Beaumont, the lead agency for the Project and the entity responsible for enforcing any mitigation measures incorporated into the Project and relied upon to reduce impacts to a less than significant level, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Many offset credits "sell" reductions in emissions generated outside of California, which may not be genuine or verifiable. International offsets are even more difficult to verify, guarantee and enforce. Even CARB does not have enforcement authority over such reductions, let alone the City of Beaumont. Thus, the purchase of offset credits is not a feasible mitigation measure to reduce the emissions impact of the proposed Project.

Thus, despite the incorporation of all feasible mitigation measures, GHG emissions generated by the Project would be significant.

Standard Conditions and Requirements:

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

SC GHG-2 In accordance with California Title 24 Standards, buildings will 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 GHG-3 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape Requirements (Section 17.06.030 of the City's Municipal Code).

SC GHG-4 Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.

SC GHG-5 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 of the California Green Building Standards Code Part 11.

SC GHG-6 Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.

SC GHG-7 Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with Section 5.106.5.2, Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.

SC GHG-8 Provide at least six percent of the total parking spaces to facilitate future installation of electric vehicle supply equipment in accordance with Section 5.106.5.3.2, Multiple Charging Space Requirements, of the California Green Building Standards Code Part 11.

SC GHG-9 Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-6 in the Air Quality Assessment.

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 GHG emissions below the 3,000 $MTCO_2e$ threshold. 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 City of Beaumont. Further, for the reasons discussed above, the purchase of offset credits is not feasible, as no local programs exist, and those offset registries that are available would not meet CEQA's definition of a verifiable, enforceable, and therefore, valid, mitigation measure. Impacts would remain significant and unavoidable.

5.2 Greenhouse Gas Reduction Plan Compliance

Threshold 5.2 Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?

Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions (Climate Action Plan)

The City approved Sustainable Beaumont (Climate Action Plan) in 2015, which serves as a long-term plan for achieving sustainability by utilizing resources effectively and reducing GHG emissions. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, the City can keep dollars in the local economy, create new green jobs, and improve community quality of life. The goals outlined in the Climate Action Plan are shown in Table 5: City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) Consistency. As shown in Table 5, the Project would not conflict with the goals in the Climate Action Plan.

Table 5: City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) Consistency

SBCOG Goals		Compliance	
GOAL 1:	Increase energy efficiency in existing residential units.	N/A:	This is not a residential project therefore this goal is not applicable.
GOAL 2:	Increase energy efficiency in new residential development.	N/A:	This is not a residential project therefore this goal is not applicable.
GOAL 3:	Increase energy efficiency in existing commercial units.	N/A:	The Project site is undeveloped; therefore, this goal is not applicable.
GOAL 4:	Increase energy efficiency in new commercial development.	Consistent:	The Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).

Table 5: City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) Consistency			
SBCOG Goals		**Compliance**	
GOAL 5:	Increase energy efficiency through water efficiency.	Consistent:	The Project would incorporate low flow appliances and water efficient landscaping.
GOAL 6:	Decrease energy demand through reducing urban heat island effect.	Consistent:	The Project would incorporate light colored materials to reduce heat absorption.
GOAL 7:	Decrease GHG emissions through reducing vehicle miles traveled.	Consistent:	The Project would incorporate a Transportation Design Management program.
GOAL 8:	Decrease GHG emissions through reducing solid waste generation.	Consistent:	The Project will comply with AB 939 and will divert at least 50 percent of solid waste from landfills.
GOAL 9:	Decrease GHG emissions through increasing clean energy use.	Consistent:	Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).
GOAL 10:	Decrease GHG emissions from new development through performance standards	N/A:	The City has not implemented the GHG Screening Table.
Source: City of Beaumont, Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions, October 2015.			

SCAG RTP/SCS Consistency

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (*2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy* [2020 RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in Table 6: Regional Transportation Plan/Sustainable Communities Strategy Consistency.

Table 6: Regional Transportation Plan/Sustainable Communities Strategy Consistency			
SCAG Goals		**Compliance**	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project is located on a vacant site and development of the site would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	Although this Project is not a transportation improvement project, the Project is located near existing transit routes on SR-60.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable. However, the Project includes a warehouse use that would support goods movement.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent:	The Project is located within an urban area in proximity to existing truck routes and freeways. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.
GOAL 6:	Support healthy and equitable communities	Consistent:	Although the Project exceeds regional thresholds for NO_X, the Project does not exceed localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The Project involves development of a warehouse and does not include housing.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A:	This Project is located on previously disturbed land and is not located on agricultural lands.
Source: Southern California Association of Governments, *Regional Transportation Plan/Sustainable Communities Strategy*, 2020.			

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in Table 6, the Project would be consistent with the stated goals of the RTP/SCS and the CARB Scoping Plan. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Consistency with the CARB Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO_2, CH_4, NO_X, HFCs, PFCs, and SF_6) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (CCSP) in 2008, which outlines actions recommended to obtain that goal. The CCSP 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. As shown in Table 7: Project Consistency with Applicable CARB Scoping Plan Measures, the Project is consistent with most of the strategies, while others are not applicable to the Project.

The 2017 CCSP Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the CCSP in 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 actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 7: Project Consistency with Applicable CARB Scoping Plan Measures

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 GHG 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, 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 combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles 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 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 Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG 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	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The Project

Table 7: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
		Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The 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 GHG Regulation	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
	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 Project would not conflict with implementation of this measure. The 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 Project would obtain electricity from the electric utility, Southern California Edison (SCE). In 2018 SCE obtained 42 percent of its power supply from renewable sources, including large hydroelectric projects. Therefore, the utility would provide power when needed on site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	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 program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The Project would also comply with the City's Water-Efficient Landscaping Regulations (Chapter 28, Article IV of the Fontana Municipal Code).
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	

Table 7: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 $MTCO_2e$ of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, although total Project GHG emissions would exceed 10,000 $MTCO_2e$, the majority of these emissions are from mobile sources. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards AB 341 Statewide 75 Percent Diversion Goal	**Consistent.** The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The Project is in an area designated for urban uses. 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 Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. The Project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.

Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017 and CARB, *Climate Change Scoping Plan*, December 2008.

As seen in tables 5, 6, and 7, the Project would be consistent with all applicable plan goals. In addition, the Project would include several sustainable design features that would help reduce GHG emissions. As shown in Table 4, with mitigation the Project is estimated to emit approximately 13,259.79 $MTCO_2e$ per year directly from on-site activities and indirectly from off-site motor vehicles.

As discussed above, the Project includes PDFs that would help to reduce GHG emissions. Some of the PDFs included to reduce energy consumption also would reduce GHG production. PDFs that would directly result in a reduction of GHG production include the following:

- Buildings would be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design features for potential certification and would employ energy and water conservation measures in accordance with such standards. This includes design considerations

related to the building envelope; heating, ventilating, and air conditioning; lighting; and power systems;

- Surface parking lots would be well landscaped to reduce heat island effect. Parking lot landscaping would be planted with 15-gallon trees, at a rate of one per every four parking stalls. The trees may be clustered, but a minimum of one cluster will be provided for each 100 feet of parking row. Trees would be selected and placed to provide canopy and shade for the parking lots;
- Electrical outlets would be provided in loading dock areas to provide power for trucks.; and
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity.

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, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The majority of the GHG reductions from the Scoping Plan would result from continuation of the Cap-and-Trade regulation. Assembly Bill 398 (2017) extends the state's Cap-and-Trade program through 2030 and the Scoping Plan provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 60 percent renewable electricity by 2030 and 100 percent renewable by 2045), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the Mobile Source Strategy and Sustainable Freight Action Plan.

Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include CARB's Advanced Clean Truck Regulation, Executive Order N-79-20, CARB's Mobile Source Strategy, CARB's Sustainable Freight Action Plan, and CARB's Emissions Reduction Plan for Ports and Goods Movement. CARB's 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. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.

Executive Order N-79-20 establishes the goal for 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 and all medium and heavy-duty vehicles will be zero-emission by 2045. 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 ZEVs "towards the target of 100 percent."

CARB's Mobile Source Strategy which includes increasing ZEV buses and trucks and their Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and

deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector. CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.

The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As discussed above, Mitigation Measures AQ-1 through AQ-6 are identified in the Project's Air Quality Assessment would reduce mobile source emissions and would support the State's transition to ZEVs by requiring electrical hookups at all loading bays, promoting the use of alternative fuels and clean fleets, requiring the use of 2010 model year trucks or newer, requiring electric vehicle charging stations and/or infrastructure to support the future installation of truck charging stations. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks.

In conclusion, the Project does not conflict with the applicable plans that are discussed above and therefore with respect to this particular threshold, the Project does not have a significant impact. However, despite plan consistency, the Project's long-term operational GHG emissions would exceed the significance threshold of 3,000 $MTCO_2e$ per year despite the implementation of Mitigation Measures AQ-1 through AQ-6 in the Air Quality Assessment, and thus could impede California's statewide GHG reduction goals for 2030 and 2050. A potentially significant impact would therefore occur as a result of the proposed Project.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-6 in the Air Quality Assessment.

Level of Significance: Significant and unavoidable impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant.

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 TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 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 this 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 GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project-related GHG emissions would exceed the 3,000 $MTCO_2e$ threshold of significance despite implementation of Mitigation Measures AQ-1 through AQ-6 from the Air Quality Assessment, and

could impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a potentially significant cumulative GHG impact.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-6 in the Air Quality Assessment.

Level of Significance: Significant and unavoidable impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant.

6 REFERENCES

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Appendix A

Greenhouse Gas Emissions Data

Caprock Portrero Warehouse Beaumont No Mitigation

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	20.00	1000sqft	0.46	20,000.00	0
Refrigerated Warehouse-No Rail	278.96	1000sqft	6.40	278,960.00	0
Unrefrigerated Warehouse-No Rail	278.96	1000sqft	6.40	278,960.00	0
Parking Lot	525.90	1000sqft	12.07	525,905.00	0
City Park	6.68	Acre	6.68	290,982.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	510.43	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Caprock Portrero Warehouse Beaumont No Mitigation - Riverside-South Coast County, Annual

Project Characteristics - Adjusted per the SCE 2018 Corporate Responsibility and Sustainability Report. The report provides intensity factor of CO2e, the CO2 intensity factor is calculated as 513-(25*0.029)-(298*0.00617)=510.43 to avoid double counting.

Land Use - total: 577,920 sf warehouse, 50% refrigerated, 2 office space = 20,000 sf, parking includes 314 spaces, docks and trailer stalls and drive aisles, landscaping modeled as park

Construction Phase - Based on Beaumont Construction Schedule

Grading - import 3,274 cy of soil - earthwork analysis

Architectural Coating - Rule 1113 Low VOC Paint

Vehicle Trips - Based on TIA ADT: Passenger cars 495/278.96= 1.774447949526813880126182965299 7 trucks 476/278.96= 1.706337826211643246343561800975 1, trip distance 33 miles based on City comment

Vehicle Emission Factors - EMFAC2017 year 2022 - Riverside County (SC) with Safe Rule

Vehicle Emission Factors - EMFAC2017 year 2022 - Riverside County (SC) with Safe Rule

Vehicle Emission Factors - EMFAC2017 year 2022 - Riverside County (SC) with Safe Rule

Area Coating - Rule 1113 Low VOC

Energy Use -

Construction Off-road Equipment Mitigation - Rule 403

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation - CEC 2019 standard will reduce energy use for nonresidential buildings by 30% mainly due to lighting upgrades

Water Mitigation - current building code standards

Waste Mitigation -

Operational Off-Road Equipment - Assume two yard trucks and 4 forklifts

Fleet Mix - Based on TIA, passenger vehicles and heavy trucks

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50

tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	16
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	55
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	55
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	45.00	35.00
tblConstructionPhase	NumDays	500.00	170.00
tblConstructionPhase	NumDays	35.00	105.00
tblConstructionPhase	NumDays	35.00	105.00
tblFleetMix	HHD	0.07	0.00
tblFleetMix	HHD	0.07	1.00
tblFleetMix	LDA	0.55	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	4.9700e-003	0.00
tblFleetMix	LHD2	4.9700e-003	0.00
tblFleetMix	MCY	4.5470e-003	0.00
tblFleetMix	MCY	4.5470e-003	0.00
tblFleetMix	MDV	0.12	0.00

tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.6500e-004	0.00
tblFleetMix	MH	9.6500e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.3970e-003	0.00
tblFleetMix	OBUS	1.3970e-003	0.00
tblFleetMix	SBUS	9.3200e-004	0.00
tblFleetMix	SBUS	9.3200e-004	0.00
tblFleetMix	UBUS	1.1600e-003	0.00
tblFleetMix	UBUS	1.1600e-003	0.00
tblGrading	MaterialImported	0.00	3,274.00
tblLandUse	LandUseSquareFeet	525,900.00	525,905.00
tblLandUse	LandUseSquareFeet	290,980.80	290,982.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.38	0.38
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	510.43
tblVehicleEF	HHD	1.36	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	3.11	6.00
tblVehicleEF	HHD	0.45	0.30
tblVehicleEF	HHD	1.41	4.6550e-003
tblVehicleEF	HHD	6,423.61	1,112.99
tblVehicleEF	HHD	1,444.51	1,341.20

tblVehicleEF	HHD	4.59	0.04
tblVehicleEF	HHD	24.87	5.85
tblVehicleEF	HHD	2.31	2.81
tblVehicleEF	HHD	20.31	2.22
tblVehicleEF	HHD	0.01	3.0310e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.01	2.9000e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8080e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	3.0000e-006
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tblVehicleEF	HHD	4.3000e-005	2.0000e-006
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tblVehicleEF	HHD	1.5800e-004	5.0300e-004
tblVehicleEF	HHD	0.04	1.0000e-006
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tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.9000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	3.0000e-006
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tblVehicleEF	HHD	0.92	0.50

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tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	1.28	0.02
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tblVehicleEF	HHD	0.09	0.00
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tblVehicleEF	HHD	1.34	4.3930e-003
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tblVehicleEF	HHD	1,444.51	1,341.20
tblVehicleEF	HHD	4.59	0.04
tblVehicleEF	HHD	25.67	5.66
tblVehicleEF	HHD	2.18	2.65
tblVehicleEF	HHD	20.31	2.22
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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
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tblVehicleEF	HHD	8.9510e-003	2.5580e-003
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tblVehicleEF	HHD	8.8650e-003	8.8080e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	1.3900e-004	6.0000e-006

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tblVehicleEF	HHD	8.2000e-005	4.0000e-006
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tblVehicleEF	HHD	1.6100e-004	5.1000e-004
tblVehicleEF	HHD	0.04	1.0000e-006
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tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.9000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	3.0000e-006
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tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.04
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tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.07	0.23

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tblVehicleEF	LDA	2.0690e-003	1.6860e-003
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.01	8.9450e-003
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tblVehicleEF	LDA	0.06	0.18
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tblVehicleEF	LDA	5.8200e-004	5.2000e-004
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.20
tblVehicleEF	LDA	3.5320e-003	2.0960e-003

tblVehicleEF	LDA	4.9050e-003	0.05
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tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.07	0.17
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tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.04
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tblVehicleEF	LDT1	0.21	0.41
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tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.13	0.12
tblVehicleEF	LDT1	0.04	0.04
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tblVehicleEF	LDT1	2.3960e-003	2.0660e-003
tblVehicleEF	LDT1	3.5150e-003	2.7560e-003
tblVehicleEF	LDT1	2.2060e-003	1.9010e-003
tblVehicleEF	LDT1	3.2320e-003	2.5340e-003
tblVehicleEF	LDT1	0.38	0.33
tblVehicleEF	LDT1	0.40	0.29
tblVehicleEF	LDT1	0.25	0.00
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.19	0.78
tblVehicleEF	LDT1	0.18	0.35
tblVehicleEF	LDT1	3.3430e-003	3.2240e-003
tblVehicleEF	LDT1	7.5100e-004	6.3400e-004
tblVehicleEF	LDT1	0.38	0.33
tblVehicleEF	LDT1	0.40	0.29
tblVehicleEF	LDT1	0.25	0.23
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.19	0.78
tblVehicleEF	LDT1	0.20	0.38
tblVehicleEF	LDT1	0.01	6.5510e-003
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tblVehicleEF	LDT1	3.11	2.35

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tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.24	0.45
tblVehicleEF	LDT2	5.1640e-003	3.5680e-003
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tblVehicleEF	LDT2	1.39	2.68
tblVehicleEF	LDT2	342.68	322.21

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tblVehicleEF	LDT2	0.11	0.28
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tblVehicleEF	LDT2	1.4710e-003	1.2970e-003
tblVehicleEF	LDT2	2.1570e-003	1.7160e-003
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.09	0.31
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tblVehicleEF	LDT2	8.1000e-004	6.8300e-004
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tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.10	0.34
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tblVehicleEF	LDT2	372.88	342.99
tblVehicleEF	LDT2	78.65	68.14

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tblVehicleEF	LDT2	0.11	0.26
tblVehicleEF	LDT2	1.6000e-003	1.4090e-003
tblVehicleEF	LDT2	2.3460e-003	1.8660e-003
tblVehicleEF	LDT2	1.4710e-003	1.2970e-003
tblVehicleEF	LDT2	2.1570e-003	1.7160e-003
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.10	0.14
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.08	0.27
tblVehicleEF	LDT2	3.7360e-003	3.3930e-003
tblVehicleEF	LDT2	8.0700e-004	6.7400e-004
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.10	0.14
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	4.9650e-003	3.5090e-003
tblVehicleEF	LDT2	6.6500e-003	0.07
tblVehicleEF	LDT2	0.67	0.82
tblVehicleEF	LDT2	1.42	2.66
tblVehicleEF	LDT2	333.62	318.70
tblVehicleEF	LDT2	78.65	68.95
tblVehicleEF	LDT2	0.07	0.07

tblVehicleEF	LDT2	0.11	0.28
tblVehicleEF	LDT2	1.6000e-003	1.4090e-003
tblVehicleEF	LDT2	2.3460e-003	1.8660e-003
tblVehicleEF	LDT2	1.4710e-003	1.2970e-003
tblVehicleEF	LDT2	2.1570e-003	1.7160e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	3.3410e-003	3.1530e-003
tblVehicleEF	LDT2	8.1000e-004	6.8200e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LHD1	5.1810e-003	4.6570e-003
tblVehicleEF	LHD1	9.5070e-003	4.8740e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.92
tblVehicleEF	LHD1	9.26	9.43
tblVehicleEF	LHD1	602.20	628.02

tblVehicleEF	LHD1	29.86	10.15
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.06	1.53
tblVehicleEF	LHD1	0.96	0.29
tblVehicleEF	LHD1	9.7000e-004	1.0050e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.1900e-004
tblVehicleEF	LHD1	9.2800e-004	9.6200e-004
tblVehicleEF	LHD1	2.5490e-003	2.5150e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.6200e-004	2.0100e-004
tblVehicleEF	LHD1	3.7780e-003	2.5170e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8760e-003	1.3130e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.31	0.46
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1050e-003
tblVehicleEF	LHD1	3.4200e-004	1.0000e-004
tblVehicleEF	LHD1	3.7780e-003	2.5170e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8760e-003	1.3130e-003
tblVehicleEF	LHD1	0.09	0.07

tblVehicleEF	LHD1	0.31	0.46
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD1	5.1810e-003	4.6710e-003
tblVehicleEF	LHD1	9.6980e-003	4.9550e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.89	0.67
tblVehicleEF	LHD1	2.15	0.87
tblVehicleEF	LHD1	9.26	9.43
tblVehicleEF	LHD1	602.20	628.04
tblVehicleEF	LHD1	29.86	10.07
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.94	1.44
tblVehicleEF	LHD1	0.93	0.28
tblVehicleEF	LHD1	9.7000e-004	1.0050e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.1900e-004
tblVehicleEF	LHD1	9.2800e-004	9.6200e-004
tblVehicleEF	LHD1	2.5490e-003	2.5150e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.6200e-004	2.0100e-004
tblVehicleEF	LHD1	7.0590e-003	4.4750e-003
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.5660e-003	2.5190e-003
tblVehicleEF	LHD1	0.07	0.06

tblVehicleEF	LHD1	0.32	0.46
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1050e-003
tblVehicleEF	LHD1	3.4000e-004	1.0000e-004
tblVehicleEF	LHD1	7.0590e-003	4.4750e-003
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	3.5660e-003	2.5190e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.32	0.46
tblVehicleEF	LHD1	0.25	0.08
tblVehicleEF	LHD1	5.1810e-003	4.6600e-003
tblVehicleEF	LHD1	9.4900e-003	4.8830e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.91
tblVehicleEF	LHD1	9.26	9.43
tblVehicleEF	LHD1	602.20	628.03
tblVehicleEF	LHD1	29.86	10.14
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.04	1.51
tblVehicleEF	LHD1	0.95	0.29
tblVehicleEF	LHD1	9.7000e-004	1.0050e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01

tblVehicleEF	LHD1	8.2900e-004	2.1900e-004
tblVehicleEF	LHD1	9.2800e-004	9.6200e-004
tblVehicleEF	LHD1	2.5490e-003	2.5150e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.6200e-004	2.0100e-004
tblVehicleEF	LHD1	3.3490e-003	2.6470e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7110e-003	1.3780e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.34	0.49
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9020e-003	6.1050e-003
tblVehicleEF	LHD1	3.4200e-004	1.0000e-004
tblVehicleEF	LHD1	3.3490e-003	2.6470e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7110e-003	1.3780e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.34	0.49
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD2	3.4600e-003	2.8390e-003
tblVehicleEF	LHD2	4.0020e-003	3.5160e-003
tblVehicleEF	LHD2	7.4040e-003	7.6560e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.48

tblVehicleEF	LHD2	1.08	0.49
tblVehicleEF	LHD2	14.41	15.04
tblVehicleEF	LHD2	598.41	622.37
tblVehicleEF	LHD2	23.24	6.52
tblVehicleEF	LHD2	0.11	0.13
tblVehicleEF	LHD2	1.50	1.67
tblVehicleEF	LHD2	0.50	0.17
tblVehicleEF	LHD2	1.3120e-003	1.5070e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.0100e-004
tblVehicleEF	LHD2	1.2550e-003	1.4420e-003
tblVehicleEF	LHD2	2.7000e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	9.3000e-005
tblVehicleEF	LHD2	1.4050e-003	1.1710e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.4200e-004	6.3000e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.21
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4300e-004
tblVehicleEF	LHD2	5.8170e-003	5.9880e-003
tblVehicleEF	LHD2	2.5200e-004	6.5000e-005
tblVehicleEF	LHD2	1.4050e-003	1.1710e-003
tblVehicleEF	LHD2	0.04	0.04

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.4200e-004	6.3000e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.21
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	3.4600e-003	2.8460e-003
tblVehicleEF	LHD2	4.0450e-003	3.5410e-003
tblVehicleEF	LHD2	7.1500e-003	7.3630e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	1.04	0.47
tblVehicleEF	LHD2	14.41	15.04
tblVehicleEF	LHD2	598.41	622.37
tblVehicleEF	LHD2	23.24	6.47
tblVehicleEF	LHD2	0.11	0.13
tblVehicleEF	LHD2	1.41	1.58
tblVehicleEF	LHD2	0.48	0.16
tblVehicleEF	LHD2	1.3120e-003	1.5070e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.0100e-004
tblVehicleEF	LHD2	1.2550e-003	1.4420e-003
tblVehicleEF	LHD2	2.7000e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	9.3000e-005
tblVehicleEF	LHD2	2.6530e-003	2.0860e-003
tblVehicleEF	LHD2	0.04	0.04

tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.3950e-003	1.2080e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.21
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4300e-004
tblVehicleEF	LHD2	5.8170e-003	5.9880e-003
tblVehicleEF	LHD2	2.5100e-004	6.4000e-005
tblVehicleEF	LHD2	2.6530e-003	2.0860e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.3950e-003	1.2080e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.21
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	LHD2	3.4600e-003	2.8400e-003
tblVehicleEF	LHD2	3.9920e-003	3.5200e-003
tblVehicleEF	LHD2	7.4470e-003	7.6030e-003
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tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	1.09	0.49
tblVehicleEF	LHD2	14.41	15.04
tblVehicleEF	LHD2	598.41	622.37
tblVehicleEF	LHD2	23.24	6.51
tblVehicleEF	LHD2	0.11	0.13
tblVehicleEF	LHD2	1.48	1.65
tblVehicleEF	LHD2	0.50	0.16

tblVehicleEF	LHD2	1.3120e-003	1.5070e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7000e-004	1.0100e-004
tblVehicleEF	LHD2	1.2550e-003	1.4420e-003
tblVehicleEF	LHD2	2.7000e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.4000e-004	9.3000e-005
tblVehicleEF	LHD2	1.1040e-003	1.2010e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.2900e-004	6.5400e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.22
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4300e-004
tblVehicleEF	LHD2	5.8170e-003	5.9880e-003
tblVehicleEF	LHD2	2.5200e-004	6.4000e-005
tblVehicleEF	LHD2	1.1040e-003	1.2010e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.2900e-004	6.5400e-004
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.08	0.22
tblVehicleEF	LHD2	0.11	0.04
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.15	0.24

tblVehicleEF	MCY	19.14	19.16
tblVehicleEF	MCY	9.69	8.62
tblVehicleEF	MCY	166.26	207.70
tblVehicleEF	MCY	45.80	60.67
tblVehicleEF	MCY	1.12	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8240e-003	1.7610e-003
tblVehicleEF	MCY	3.3680e-003	2.8430e-003
tblVehicleEF	MCY	1.7050e-003	1.6470e-003
tblVehicleEF	MCY	3.1720e-003	2.6760e-003
tblVehicleEF	MCY	1.69	1.43
tblVehicleEF	MCY	0.85	0.79
tblVehicleEF	MCY	0.92	0.76
tblVehicleEF	MCY	2.13	2.13
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.06	1.84
tblVehicleEF	MCY	2.0370e-003	2.0550e-003
tblVehicleEF	MCY	6.7700e-004	6.0000e-004
tblVehicleEF	MCY	1.69	1.43
tblVehicleEF	MCY	0.85	0.79
tblVehicleEF	MCY	0.92	0.76
tblVehicleEF	MCY	2.63	2.63
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.24	2.00
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	19.85	19.13

tblVehicleEF	MCY	9.10	7.90
tblVehicleEF	MCY	166.26	207.50
tblVehicleEF	MCY	45.80	58.76
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.8240e-003	1.7610e-003
tblVehicleEF	MCY	3.3680e-003	2.8430e-003
tblVehicleEF	MCY	1.7050e-003	1.6470e-003
tblVehicleEF	MCY	3.1720e-003	2.6760e-003
tblVehicleEF	MCY	3.36	2.74
tblVehicleEF	MCY	1.24	1.09
tblVehicleEF	MCY	2.10	1.72
tblVehicleEF	MCY	2.11	2.09
tblVehicleEF	MCY	0.56	1.79
tblVehicleEF	MCY	1.85	1.61
tblVehicleEF	MCY	2.0480e-003	2.0530e-003
tblVehicleEF	MCY	6.6100e-004	5.8100e-004
tblVehicleEF	MCY	3.36	2.74
tblVehicleEF	MCY	1.24	1.09
tblVehicleEF	MCY	2.10	1.72
tblVehicleEF	MCY	2.61	2.57
tblVehicleEF	MCY	0.56	1.79
tblVehicleEF	MCY	2.01	1.76
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.68	18.59
tblVehicleEF	MCY	9.65	8.41

tblVehicleEF	MCY	166.26	206.72
tblVehicleEF	MCY	45.80	60.18
tblVehicleEF	MCY	1.12	1.09
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8240e-003	1.7610e-003
tblVehicleEF	MCY	3.3680e-003	2.8430e-003
tblVehicleEF	MCY	1.7050e-003	1.6470e-003
tblVehicleEF	MCY	3.1720e-003	2.6760e-003
tblVehicleEF	MCY	1.60	1.64
tblVehicleEF	MCY	1.04	1.06
tblVehicleEF	MCY	0.74	0.76
tblVehicleEF	MCY	2.12	2.11
tblVehicleEF	MCY	0.64	2.08
tblVehicleEF	MCY	2.07	1.80
tblVehicleEF	MCY	2.0300e-003	2.0460e-003
tblVehicleEF	MCY	6.7700e-004	5.9600e-004
tblVehicleEF	MCY	1.60	1.64
tblVehicleEF	MCY	1.04	1.06
tblVehicleEF	MCY	0.74	0.76
tblVehicleEF	MCY	2.62	2.60
tblVehicleEF	MCY	0.64	2.08
tblVehicleEF	MCY	2.26	1.96
tblVehicleEF	MDV	0.01	4.7140e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.26	1.01
tblVehicleEF	MDV	2.88	3.15
tblVehicleEF	MDV	474.24	404.92

tblVehicleEF	MDV	107.24	85.97
tblVehicleEF	MDV	0.15	0.10
tblVehicleEF	MDV	0.27	0.36
tblVehicleEF	MDV	1.6800e-003	1.4810e-003
tblVehicleEF	MDV	2.4130e-003	1.9440e-003
tblVehicleEF	MDV	1.5490e-003	1.3670e-003
tblVehicleEF	MDV	2.2190e-003	1.7870e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.47
tblVehicleEF	MDV	0.22	0.41
tblVehicleEF	MDV	4.7510e-003	4.0030e-003
tblVehicleEF	MDV	1.1230e-003	8.5100e-004
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.47
tblVehicleEF	MDV	0.24	0.45
tblVehicleEF	MDV	0.01	5.2950e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.53	1.20
tblVehicleEF	MDV	2.54	2.62
tblVehicleEF	MDV	514.80	427.12
tblVehicleEF	MDV	107.24	84.94

tblVehicleEF	MDV	0.14	0.09
tblVehicleEF	MDV	0.26	0.34
tblVehicleEF	MDV	1.6800e-003	1.4810e-003
tblVehicleEF	MDV	2.4130e-003	1.9440e-003
tblVehicleEF	MDV	1.5490e-003	1.3670e-003
tblVehicleEF	MDV	2.2190e-003	1.7870e-003
tblVehicleEF	MDV	0.21	0.20
tblVehicleEF	MDV	0.23	0.17
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.46
tblVehicleEF	MDV	0.19	0.35
tblVehicleEF	MDV	5.1610e-003	4.2230e-003
tblVehicleEF	MDV	1.1170e-003	8.4100e-004
tblVehicleEF	MDV	0.21	0.20
tblVehicleEF	MDV	0.23	0.17
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.05	0.03
tblVehicleEF	MDV	0.11	0.46
tblVehicleEF	MDV	0.21	0.39
tblVehicleEF	MDV	0.01	4.6310e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.18	0.97
tblVehicleEF	MDV	2.94	3.12
tblVehicleEF	MDV	462.11	401.17
tblVehicleEF	MDV	107.24	85.93
tblVehicleEF	MDV	0.14	0.10

tblVehicleEF	MDV	0.27	0.36
tblVehicleEF	MDV	1.6800e-003	1.4810e-003
tblVehicleEF	MDV	2.4130e-003	1.9440e-003
tblVehicleEF	MDV	1.5490e-003	1.3670e-003
tblVehicleEF	MDV	2.2190e-003	1.7870e-003
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.54
tblVehicleEF	MDV	0.23	0.41
tblVehicleEF	MDV	4.6290e-003	3.9660e-003
tblVehicleEF	MDV	1.1240e-003	8.5000e-004
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.54
tblVehicleEF	MDV	0.25	0.45
tblVehicleEF	MH	0.03	9.3250e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.33	1.19
tblVehicleEF	MH	5.58	2.05
tblVehicleEF	MH	998.83	1,452.83
tblVehicleEF	MH	57.38	18.53
tblVehicleEF	MH	1.57	1.57
tblVehicleEF	MH	0.82	0.23

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.0280e-003	2.3800e-004
tblVehicleEF	MH	3.2460e-003	3.2910e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	9.4600e-004	2.1900e-004
tblVehicleEF	MH	1.47	1.08
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.51	0.40
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.03	1.40
tblVehicleEF	MH	0.33	0.09
tblVehicleEF	MH	9.9070e-003	0.01
tblVehicleEF	MH	6.7100e-004	1.8300e-004
tblVehicleEF	MH	1.47	1.08
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.51	0.40
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	1.40
tblVehicleEF	MH	0.36	0.10
tblVehicleEF	MH	0.03	9.5450e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.40	1.23
tblVehicleEF	MH	5.19	1.90
tblVehicleEF	MH	998.83	1,452.88
tblVehicleEF	MH	57.38	18.28
tblVehicleEF	MH	1.46	1.46

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tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.0280e-003	2.3800e-004
tblVehicleEF	MH	3.2460e-003	3.2910e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	9.4600e-004	2.1900e-004
tblVehicleEF	MH	2.69	1.89
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	1.00	0.78
tblVehicleEF	MH	0.09	0.06
tblVehicleEF	MH	0.03	1.40
tblVehicleEF	MH	0.31	0.09
tblVehicleEF	MH	9.9080e-003	0.01
tblVehicleEF	MH	6.6400e-004	1.8100e-004
tblVehicleEF	MH	2.69	1.89
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	1.00	0.78
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.03	1.40
tblVehicleEF	MH	0.34	0.10
tblVehicleEF	MH	0.03	9.3410e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.32	1.20
tblVehicleEF	MH	5.61	2.04
tblVehicleEF	MH	998.83	1,452.83
tblVehicleEF	MH	57.38	18.51

tblVehicleEF	MH	1.55	1.54
tblVehicleEF	MH	0.82	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.0280e-003	2.3800e-004
tblVehicleEF	MH	3.2460e-003	3.2910e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	9.4600e-004	2.1900e-004
tblVehicleEF	MH	1.48	1.22
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.50	0.43
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.03	1.48
tblVehicleEF	MH	0.33	0.09
tblVehicleEF	MH	9.9070e-003	0.01
tblVehicleEF	MH	6.7200e-004	1.8300e-004
tblVehicleEF	MH	1.48	1.22
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.50	0.43
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	1.48
tblVehicleEF	MH	0.36	0.10
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tblVehicleEF	MHD	3.1970e-003	3.0240e-003
tblVehicleEF	MHD	0.05	7.0010e-003
tblVehicleEF	MHD	0.35	0.32
tblVehicleEF	MHD	0.24	0.31

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tblVehicleEF	MHD	152.51	70.86
tblVehicleEF	MHD	1,062.94	946.77
tblVehicleEF	MHD	54.61	7.06
tblVehicleEF	MHD	0.61	0.56
tblVehicleEF	MHD	0.89	1.59
tblVehicleEF	MHD	11.52	1.41
tblVehicleEF	MHD	9.8000e-004	1.4660e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	8.2000e-005
tblVehicleEF	MHD	9.3700e-004	1.4030e-003
tblVehicleEF	MHD	5.4540e-003	0.04
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tblVehicleEF	MHD	1.6000e-003	4.3900e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	8.0100e-004	2.3500e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.33	0.04
tblVehicleEF	MHD	1.4660e-003	6.7200e-004
tblVehicleEF	MHD	0.01	8.9930e-003
tblVehicleEF	MHD	6.4200e-004	7.0000e-005
tblVehicleEF	MHD	1.6000e-003	4.3900e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	8.0100e-004	2.3500e-004

tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.36	0.04
tblVehicleEF	MHD	0.02	2.6030e-003
tblVehicleEF	MHD	3.2380e-003	3.0420e-003
tblVehicleEF	MHD	0.05	6.7280e-003
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tblVehicleEF	MHD	0.25	0.31
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tblVehicleEF	MHD	161.54	71.77
tblVehicleEF	MHD	1,062.94	946.77
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tblVehicleEF	MHD	0.63	0.57
tblVehicleEF	MHD	0.83	1.50
tblVehicleEF	MHD	11.50	1.41
tblVehicleEF	MHD	8.2600e-004	1.2390e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	8.2000e-005
tblVehicleEF	MHD	7.9000e-004	1.1850e-003
tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	7.5000e-005
tblVehicleEF	MHD	3.0890e-003	7.9100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.5560e-003	4.6400e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.08

tblVehicleEF	MHD	0.32	0.04
tblVehicleEF	MHD	1.5510e-003	6.8000e-004
tblVehicleEF	MHD	0.01	8.9930e-003
tblVehicleEF	MHD	6.3800e-004	6.9000e-005
tblVehicleEF	MHD	3.0890e-003	7.9100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.5560e-003	4.6400e-004
tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.35	0.04
tblVehicleEF	MHD	0.02	2.9320e-003
tblVehicleEF	MHD	3.1690e-003	3.0250e-003
tblVehicleEF	MHD	0.05	6.9370e-003
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tblVehicleEF	MHD	0.24	0.31
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tblVehicleEF	MHD	1,062.94	946.77
tblVehicleEF	MHD	54.61	7.04
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tblVehicleEF	MHD	0.88	1.57
tblVehicleEF	MHD	11.53	1.41
tblVehicleEF	MHD	1.1920e-003	1.7800e-003
tblVehicleEF	MHD	5.7040e-003	0.05
tblVehicleEF	MHD	7.4900e-004	8.2000e-005
tblVehicleEF	MHD	1.1400e-003	1.7030e-003

tblVehicleEF	MHD	5.4540e-003	0.04
tblVehicleEF	MHD	6.8900e-004	7.5000e-005
tblVehicleEF	MHD	1.1940e-003	4.6300e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.2900e-004	2.4800e-004
tblVehicleEF	MHD	0.03	0.05
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.34	0.04
tblVehicleEF	MHD	1.3480e-003	6.6000e-004
tblVehicleEF	MHD	0.01	8.9930e-003
tblVehicleEF	MHD	6.4300e-004	7.0000e-005
tblVehicleEF	MHD	1.1940e-003	4.6300e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	6.2900e-004	2.4800e-004
tblVehicleEF	MHD	0.03	0.06
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.37	0.04
tblVehicleEF	OBUS	0.01	8.6190e-003
tblVehicleEF	OBUS	6.8270e-003	7.1940e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	0.48
tblVehicleEF	OBUS	0.46	0.87
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tblVehicleEF	OBUS	74.97	66.93
tblVehicleEF	OBUS	1,092.94	1,366.52

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tblVehicleEF	OBUS	2.13	0.63
tblVehicleEF	OBUS	6.8000e-005	5.7600e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	2.1400e-004
tblVehicleEF	OBUS	6.5000e-005	5.5200e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.9600e-004
tblVehicleEF	OBUS	2.1110e-003	2.6570e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.1000e-004	1.1650e-003
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tblVehicleEF	OBUS	0.05	0.29
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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9900e-004	2.1300e-004
tblVehicleEF	OBUS	2.1110e-003	2.6570e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	9.1000e-004	1.1650e-003
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tblVehicleEF	OBUS	1,092.94	1,366.56
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tblVehicleEF	OBUS	0.32	0.29
tblVehicleEF	OBUS	0.91	1.26
tblVehicleEF	OBUS	2.10	0.62
tblVehicleEF	OBUS	5.7000e-005	4.8900e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	2.1400e-004
tblVehicleEF	OBUS	5.4000e-005	4.6800e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.9600e-004
tblVehicleEF	OBUS	3.9250e-003	4.6820e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	1.7420e-003	2.2520e-003
tblVehicleEF	OBUS	0.03	0.06
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	7.6000e-004	6.3800e-004
tblVehicleEF	OBUS	0.01	0.01

tblVehicleEF	OBUS	7.9200e-004	2.1000e-004
tblVehicleEF	OBUS	3.9250e-003	4.6820e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	1.7420e-003	2.2520e-003
tblVehicleEF	OBUS	0.04	0.08
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.38	0.14
tblVehicleEF	OBUS	0.01	8.5850e-003
tblVehicleEF	OBUS	6.8060e-003	7.2070e-003
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tblVehicleEF	OBUS	0.46	0.87
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tblVehicleEF	OBUS	0.97	1.33
tblVehicleEF	OBUS	2.13	0.62
tblVehicleEF	OBUS	8.2000e-005	6.9700e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
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tblVehicleEF	OBUS	7.9000e-005	6.6700e-004
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tblVehicleEF	OBUS	1.8300e-003	2.7860e-003

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tblVehicleEF	SBUS	1,098.11	1,106.71
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tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.6000e-005
tblVehicleEF	SBUS	9.1540e-003	3.4580e-003
tblVehicleEF	SBUS	2.6910e-003	2.6470e-003
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tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.33	0.59
tblVehicleEF	SBUS	4.2770e-003	1.3760e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.33	0.04
tblVehicleEF	SBUS	0.82	0.09
tblVehicleEF	SBUS	0.01	6.8630e-003
tblVehicleEF	SBUS	0.06	8.1930e-003
tblVehicleEF	SBUS	7.98	3.46
tblVehicleEF	SBUS	0.60	0.57
tblVehicleEF	SBUS	6.89	1.11
tblVehicleEF	SBUS	1,066.27	358.65
tblVehicleEF	SBUS	1,098.11	1,106.71
tblVehicleEF	SBUS	54.55	6.99
tblVehicleEF	SBUS	9.00	3.31
tblVehicleEF	SBUS	4.26	4.54
tblVehicleEF	SBUS	12.33	0.72
tblVehicleEF	SBUS	0.01	4.3890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.6000e-005
tblVehicleEF	SBUS	0.01	4.1990e-003
tblVehicleEF	SBUS	2.6910e-003	2.6470e-003

tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	4.2000e-005
tblVehicleEF	SBUS	4.2260e-003	1.3980e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.93	0.41
tblVehicleEF	SBUS	2.2070e-003	7.6500e-004
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.37	0.05
tblVehicleEF	SBUS	0.01	3.4320e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6500e-004	6.9000e-005
tblVehicleEF	SBUS	4.2260e-003	1.3980e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.34	0.59
tblVehicleEF	SBUS	2.2070e-003	7.6500e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.41	0.05
tblVehicleEF	UBUS	1.44	3.04
tblVehicleEF	UBUS	0.08	0.03
tblVehicleEF	UBUS	7.89	23.58
tblVehicleEF	UBUS	14.42	1.90
tblVehicleEF	UBUS	1,799.80	1,641.14
tblVehicleEF	UBUS	153.89	23.35
tblVehicleEF	UBUS	4.15	0.30
tblVehicleEF	UBUS	12.31	0.23

tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1620e-003
tblVehicleEF	UBUS	1.4590e-003	2.1000e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0490e-003
tblVehicleEF	UBUS	1.3420e-003	1.9300e-004
tblVehicleEF	UBUS	9.4280e-003	1.7930e-003
tblVehicleEF	UBUS	0.11	0.02
tblVehicleEF	UBUS	4.6810e-003	1.0930e-003
tblVehicleEF	UBUS	0.46	0.05
tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	1.13	0.10
tblVehicleEF	UBUS	9.6700e-003	6.3860e-003
tblVehicleEF	UBUS	1.8000e-003	2.3100e-004
tblVehicleEF	UBUS	9.4280e-003	1.7930e-003
tblVehicleEF	UBUS	0.11	0.02
tblVehicleEF	UBUS	4.6810e-003	1.0930e-003
tblVehicleEF	UBUS	1.94	3.11
tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	1.23	0.11
tblVehicleEF	UBUS	1.44	3.04
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.95	23.58
tblVehicleEF	UBUS	12.35	1.62
tblVehicleEF	UBUS	1,799.80	1,641.14

tblVehicleEF	UBUS	153.89	22.87
tblVehicleEF	UBUS	3.87	0.30
tblVehicleEF	UBUS	12.22	0.22
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1620e-003
tblVehicleEF	UBUS	1.4590e-003	2.1000e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0490e-003
tblVehicleEF	UBUS	1.3420e-003	1.9300e-004
tblVehicleEF	UBUS	0.02	3.1860e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	9.3920e-003	2.1760e-003
tblVehicleEF	UBUS	0.47	0.05
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	1.03	0.09
tblVehicleEF	UBUS	9.6710e-003	6.3860e-003
tblVehicleEF	UBUS	1.7640e-003	2.2600e-004
tblVehicleEF	UBUS	0.02	3.1860e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	9.3920e-003	2.1760e-003
tblVehicleEF	UBUS	1.95	3.11
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	1.12	0.10
tblVehicleEF	UBUS	1.44	3.04
tblVehicleEF	UBUS	0.08	0.03

tblVehicleEF	UBUS	7.88	23.58
tblVehicleEF	UBUS	14.60	1.89
tblVehicleEF	UBUS	1,799.80	1,641.14
tblVehicleEF	UBUS	153.89	23.33
tblVehicleEF	UBUS	4.12	0.30
tblVehicleEF	UBUS	12.31	0.23
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1620e-003
tblVehicleEF	UBUS	1.4590e-003	2.1000e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0490e-003
tblVehicleEF	UBUS	1.3420e-003	1.9300e-004
tblVehicleEF	UBUS	8.6090e-003	1.8320e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	4.2750e-003	1.1470e-003
tblVehicleEF	UBUS	0.46	0.05
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	1.13	0.10
tblVehicleEF	UBUS	9.6700e-003	6.3860e-003
tblVehicleEF	UBUS	1.8030e-003	2.3100e-004
tblVehicleEF	UBUS	8.6090e-003	1.8320e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	4.2750e-003	1.1470e-003
tblVehicleEF	UBUS	1.94	3.11
tblVehicleEF	UBUS	0.03	0.09

tblVehicleEF	UBUS	1.24	0.11
tblVehicleTrips	CNW_TL	6.90	33.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CNW_TTP	41.00	100.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	1.68	1.77
tblVehicleTrips	ST_TR	1.68	1.71
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	1.68	1.77
tblVehicleTrips	SU_TR	1.68	1.71
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	1.68	1.77
tblVehicleTrips	WD_TR	1.68	1.71

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					
2021	2.0154	5.2797	5.0699	0.0156	0.9954	0.1743	1.1697	0.3155	0.1626	0.4780	0.0000	1,423.8015	1,423.8015	0.1676	0.0000	1,427.9914
Maximum	**2.0154**	**5.2797**	**5.0699**	**0.0156**	**0.9954**	**0.1743**	**1.1697**	**0.3155**	**0.1626**	**0.4780**	**0.0000**	**1,423.8015**	**1,423.8015**	**0.1676**	**0.0000**	**1,427.9914**

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	2.0154	5.2797	5.0699	0.0156	0.7608	0.1743	0.9352	0.2286	0.1626	0.3912	0.0000	1,423.8010	1,423.8010	0.1676	0.0000	1,427.9909
Maximum	**2.0154**	**5.2797**	**5.0699**	**0.0156**	**0.7608**	**0.1743**	**0.9352**	**0.2286**	**0.1626**	**0.3912**	**0.0000**	**1,423.8010**	**1,423.8010**	**0.1676**	**0.0000**	**1,427.9909**

	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**	**23.57**	**0.00**	**20.05**	**27.52**	**0.00**	**18.16**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Caprock Portrero Warehouse Beaumont No Mitigation - Riverside-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2021	4-30-2021	1.5461	1.5461
2	5-1-2021	7-31-2021	1.9105	1.9105
3	8-1-2021	9-30-2021	1.9349	1.9349
		Highest	1.9349	1.9349

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	2.2640	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Energy	0.0813	0.7390	0.6207	4.4300e-003		0.0562	0.0562		0.0562	0.0562	0.0000	3,623.8085	3,623.8085	0.1756	0.0479	3,642.4695
Mobile	0.5396	19.3669	5.4376	0.0892	3.5738	0.2107	3.7845	0.9703	0.2014	1.1717	0.0000	8,627.5785	8,627.5785	0.1751	0.0000	8,631.9558
Offroad	0.1972	1.5973	1.4776	4.2500e-003		0.0745	0.0745		0.0685	0.0685	0.0000	373.0116	373.0116	0.1206	0.0000	376.0276
Waste						0.0000	0.0000		0.0000	0.0000	110.3479	0.0000	110.3479	6.5214	0.0000	273.3823
Water						0.0000	0.0000		0.0000	0.0000	42.0595	425.7489	467.8084	4.3441	0.1070	608.2991
Total	**3.0820**	**21.7033**	**7.5501**	**0.0979**	**3.5738**	**0.3414**	**3.9152**	**0.9703**	**0.3262**	**1.2964**	**152.4074**	**13,050.1751**	**13,202.5825**	**11.3369**	**0.1549**	**13,532.1637**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.2640	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Energy	0.0788	0.7164	0.6018	4.3000e-003		0.0545	0.0545		0.0545	0.0545	0.0000	3,567.2790	3,567.2790	0.1733	0.0471	3,585.6366
Mobile	0.5396	19.3669	5.4376	0.0892	3.5738	0.2107	3.7845	0.9703	0.2014	1.1717	0.0000	8,627.5785	8,627.5785	0.1751	0.0000	8,631.9558
Offroad	0.1972	1.5973	1.4776	4.2500e-003		0.0745	0.0745		0.0685	0.0685	0.0000	373.0116	373.0116	0.1206	0.0000	376.0276
Waste						0.0000	0.0000		0.0000	0.0000	110.3479	0.0000	110.3479	6.5214	0.0000	273.3823
Water						0.0000	0.0000		0.0000	0.0000	33.6476	344.2238	377.8714	3.4755	0.0857	490.2819
Total	**3.0795**	**21.6807**	**7.5311**	**0.0977**	**3.5738**	**0.3397**	**3.9135**	**0.9703**	**0.3245**	**1.2947**	**143.9955**	**12,912.1205**	**13,056.1160**	**10.4660**	**0.1327**	**13,357.3135**

	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	**0.08**	**0.10**	**0.25**	**0.13**	**0.00**	**0.50**	**0.04**	**0.00**	**0.52**	**0.13**	**5.52**	**1.06**	**1.11**	**7.68**	**14.33**	**1.29**

3.0 Construction Detail

Construction Phase

Caprock Portrero Warehouse Beaumont No Mitigation - Riverside-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/1/2021	2/12/2021	5	10	
2	Grading	Grading	2/15/2021	4/4/2021	5	35	
3	Building Construction	Building Construction	4/5/2021	11/26/2021	5	170	
4	Paving	Paving	7/5/2021	11/26/2021	5	105	
5	Architectural Coating	Architectural Coating	7/5/2021	11/26/2021	5	105	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 12.07

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 866,880; Non-Residential Outdoor: 288,960; Striped Parking Area: 31,554 (Architectural Coating – sqft)

OffRoad Equipment

Caprock Portrero Warehouse Beaumont No Mitigation - Riverside-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	409.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	584.00	229.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	117.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 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					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0903**	**0.0102**	**0.1006**	**0.0497**	**9.4000e-003**	**0.0591**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

3.2 Site Preparation - 2021

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	3.9000e-004	2.6000e-004	2.8300e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8000	0.8000	2.0000e-005	0.0000	0.8004
Total	**3.9000e-004**	**2.6000e-004**	**2.8300e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8000**	**0.8000**	**2.0000e-005**	**0.0000**	**0.8004**

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					0.0407	0.0000	0.0407	0.0223	0.0000	0.0223	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0407**	**0.0102**	**0.0509**	**0.0223**	**9.4000e-003**	**0.0317**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

3.2 Site Preparation - 2021

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	3.9000e-004	2.6000e-004	2.8300e-003	1.0000e-005	8.5000e-004	1.0000e-005	8.6000e-004	2.3000e-004	1.0000e-005	2.3000e-004	0.0000	0.8000	0.8000	2.0000e-005	0.0000	0.8004
Total	**3.9000e-004**	**2.6000e-004**	**2.8300e-003**	**1.0000e-005**	**8.5000e-004**	**1.0000e-005**	**8.6000e-004**	**2.3000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**0.8000**	**0.8000**	**2.0000e-005**	**0.0000**	**0.8004**

3.3 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					
Fugitive Dust					0.1520	0.0000	0.1520	0.0630	0.0000	0.0630	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0734	0.8120	0.5404	1.0900e-003		0.0347	0.0347		0.0320	0.0320	0.0000	95.3662	95.3662	0.0308	0.0000	96.1373
Total	**0.0734**	**0.8120**	**0.5404**	**1.0900e-003**	**0.1520**	**0.0347**	**0.1867**	**0.0630**	**0.0320**	**0.0949**	**0.0000**	**95.3662**	**95.3662**	**0.0308**	**0.0000**	**96.1373**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0200e-003	0.0454	6.2600e-003	1.5000e-004	3.5300e-003	1.4000e-004	3.6600e-003	9.7000e-004	1.3000e-004	1.1000e-003	0.0000	14.6727	14.6727	9.0000e-004	0.0000	14.6951
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	1.5000e-003	1.0100e-003	0.0110	3.0000e-005	3.8500e-003	2.0000e-005	3.8700e-003	1.0200e-003	2.0000e-005	1.0400e-003	0.0000	3.1110	3.1110	7.0000e-005	0.0000	3.1128
Total	**2.5200e-003**	**0.0465**	**0.0173**	**1.8000e-004**	**7.3800e-003**	**1.6000e-004**	**7.5300e-003**	**1.9900e-003**	**1.5000e-004**	**2.1400e-003**	**0.0000**	**17.7837**	**17.7837**	**9.7000e-004**	**0.0000**	**17.8079**

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					0.0684	0.0000	0.0684	0.0283	0.0000	0.0283	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0734	0.8120	0.5404	1.0900e-003		0.0347	0.0347		0.0320	0.0320	0.0000	95.3661	95.3661	0.0308	0.0000	96.1372
Total	**0.0734**	**0.8120**	**0.5404**	**1.0900e-003**	**0.0684**	**0.0347**	**0.1031**	**0.0283**	**0.0320**	**0.0603**	**0.0000**	**95.3661**	**95.3661**	**0.0308**	**0.0000**	**96.1372**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0200e-003	0.0454	6.2600e-003	1.5000e-004	3.1000e-003	1.4000e-004	3.2400e-003	8.6000e-004	1.3000e-004	9.9000e-004	0.0000	14.6727	14.6727	9.0000e-004	0.0000	14.6951
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	1.5000e-003	1.0100e-003	0.0110	3.0000e-005	3.3100e-003	2.0000e-005	3.3400e-003	8.9000e-004	2.0000e-005	9.1000e-004	0.0000	3.1110	3.1110	7.0000e-005	0.0000	3.1128
Total	**2.5200e-003**	**0.0465**	**0.0173**	**1.8000e-004**	**6.4100e-003**	**1.6000e-004**	**6.5800e-003**	**1.7500e-003**	**1.5000e-004**	**1.9000e-003**	**0.0000**	**17.7837**	**17.7837**	**9.7000e-004**	**0.0000**	**17.8079**

3.4 Building Construction - 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					
Off-Road	0.1616	1.4817	1.4089	2.2900e-003		0.0815	0.0815		0.0766	0.0766	0.0000	196.8917	196.8917	0.0475	0.0000	198.0792
Total	**0.1616**	**1.4817**	**1.4089**	**2.2900e-003**		**0.0815**	**0.0815**		**0.0766**	**0.0766**	**0.0000**	**196.8917**	**196.8917**	**0.0475**	**0.0000**	**198.0792**

3.4 Building Construction - 2021

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	0.0464	1.8150	0.3492	4.9600e-003	0.1229	3.4700e-003	0.1264	0.0355	3.3200e-003	0.0388	0.0000	474.8938	474.8938	0.0362	0.0000	475.7995
Worker	0.2128	0.1434	1.5627	4.8800e-003	0.5456	3.2700e-003	0.5489	0.1449	3.0100e-003	0.1479	0.0000	441.2233	441.2233	0.0103	0.0000	441.4803
Total	**0.2593**	**1.9584**	**1.9119**	**9.8400e-003**	**0.6686**	**6.7400e-003**	**0.6753**	**0.1804**	**6.3300e-003**	**0.1867**	**0.0000**	**916.1172**	**916.1172**	**0.0465**	**0.0000**	**917.2798**

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	0.1616	1.4817	1.4089	2.2900e-003		0.0815	0.0815		0.0766	0.0766	0.0000	196.8915	196.8915	0.0475	0.0000	198.0790
Total	**0.1616**	**1.4817**	**1.4089**	**2.2900e-003**		**0.0815**	**0.0815**		**0.0766**	**0.0766**	**0.0000**	**196.8915**	**196.8915**	**0.0475**	**0.0000**	**198.0790**

3.4 Building Construction - 2021

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	0.0464	1.8150	0.3492	4.9600e-003	0.1090	3.4700e-003	0.1125	0.0321	3.3200e-003	0.0354	0.0000	474.8938	474.8938	0.0362	0.0000	475.7995
Worker	0.2128	0.1434	1.5627	4.8800e-003	0.4699	3.2700e-003	0.4732	0.1263	3.0100e-003	0.1293	0.0000	441.2233	441.2233	0.0103	0.0000	441.4803
Total	**0.2593**	**1.9584**	**1.9119**	**9.8400e-003**	**0.5789**	**6.7400e-003**	**0.5857**	**0.1584**	**6.3300e-003**	**0.1647**	**0.0000**	**916.1172**	**916.1172**	**0.0465**	**0.0000**	**917.2798**

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					
Off-Road	0.0659	0.6783	0.7693	1.2000e-003		0.0356	0.0356		0.0327	0.0327	0.0000	105.1233	105.1233	0.0340	0.0000	105.9733
Paving	0.0158					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0817**	**0.6783**	**0.7693**	**1.2000e-003**		**0.0356**	**0.0356**		**0.0327**	**0.0327**	**0.0000**	**105.1233**	**105.1233**	**0.0340**	**0.0000**	**105.9733**

3.5 Paving - 2021

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	3.3800e-003	2.2800e-003	0.0248	8.0000e-005	8.6600e-003	5.0000e-005	8.7100e-003	2.3000e-003	5.0000e-005	2.3500e-003	0.0000	6.9997	6.9997	1.6000e-004	0.0000	7.0037
Total	**3.3800e-003**	**2.2800e-003**	**0.0248**	**8.0000e-005**	**8.6600e-003**	**5.0000e-005**	**8.7100e-003**	**2.3000e-003**	**5.0000e-005**	**2.3500e-003**	**0.0000**	**6.9997**	**6.9997**	**1.6000e-004**	**0.0000**	**7.0037**

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	0.0659	0.6783	0.7693	1.2000e-003		0.0356	0.0356		0.0327	0.0327	0.0000	105.1232	105.1232	0.0340	0.0000	105.9731
Paving	0.0158					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0817**	**0.6783**	**0.7693**	**1.2000e-003**		**0.0356**	**0.0356**		**0.0327**	**0.0327**	**0.0000**	**105.1232**	**105.1232**	**0.0340**	**0.0000**	**105.9731**

3.5 Paving - 2021

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	3.3800e-003	2.2800e-003	0.0248	8.0000e-005	7.4500e-003	5.0000e-005	7.5100e-003	2.0000e-003	5.0000e-005	2.0500e-003	0.0000	6.9997	6.9997	1.6000e-004	0.0000	7.0037
Total	**3.3800e-003**	**2.2800e-003**	**0.0248**	**8.0000e-005**	**7.4500e-003**	**5.0000e-005**	**7.5100e-003**	**2.0000e-003**	**5.0000e-005**	**2.0500e-003**	**0.0000**	**6.9997**	**6.9997**	**1.6000e-004**	**0.0000**	**7.0037**

3.6 Architectural Coating - 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					
Archit. Coating	1.3759					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.0802	0.0954	1.6000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	13.4046	13.4046	9.2000e-004	0.0000	13.4276
Total	**1.3874**	**0.0802**	**0.0954**	**1.6000e-004**		**4.9400e-003**	**4.9400e-003**		**4.9400e-003**	**4.9400e-003**	**0.0000**	**13.4046**	**13.4046**	**9.2000e-004**	**0.0000**	**13.4276**

3.6 Architectural Coating - 2021

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	0.0263	0.0178	0.1934	6.0000e-004	0.0675	4.0000e-004	0.0679	0.0179	3.7000e-004	0.0183	0.0000	54.5974	54.5974	1.2700e-003	0.0000	54.6292
Total	**0.0263**	**0.0178**	**0.1934**	**6.0000e-004**	**0.0675**	**4.0000e-004**	**0.0679**	**0.0179**	**3.7000e-004**	**0.0183**	**0.0000**	**54.5974**	**54.5974**	**1.2700e-003**	**0.0000**	**54.6292**

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	1.3759					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.0802	0.0954	1.6000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	13.4046	13.4046	9.2000e-004	0.0000	13.4276
Total	**1.3874**	**0.0802**	**0.0954**	**1.6000e-004**		**4.9400e-003**	**4.9400e-003**		**4.9400e-003**	**4.9400e-003**	**0.0000**	**13.4046**	**13.4046**	**9.2000e-004**	**0.0000**	**13.4276**

3.6 Architectural Coating - 2021

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	0.0263	0.0178	0.1934	6.0000e-004	0.0582	4.0000e-004	0.0586	0.0156	3.7000e-004	0.0160	0.0000	54.5974	54.5974	1.2700e-003	0.0000	54.6292
Total	**0.0263**	**0.0178**	**0.1934**	**6.0000e-004**	**0.0582**	**4.0000e-004**	**0.0586**	**0.0156**	**3.7000e-004**	**0.0160**	**0.0000**	**54.5974**	**54.5974**	**1.2700e-003**	**0.0000**	**54.6292**

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	0.5396	19.3669	5.4376	0.0892	3.5738	0.2107	3.7845	0.9703	0.2014	1.1717	0.0000	8,627.5785	8,627.5785	0.1751	0.0000	8,631.9558
Unmitigated	0.5396	19.3669	5.4376	0.0892	3.5738	0.2107	3.7845	0.9703	0.2014	1.1717	0.0000	8,627.5785	8,627.5785	0.1751	0.0000	8,631.9558

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	495.00	495.00	495.00	2,990,988	2,990,988
Unrefrigerated Warehouse-No Rail	476.00	476.00	476.00	5,717,712	5,717,712
Total	971.00	971.00	971.00	8,708,700	8,708,700

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	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0
Unrefrigerated Warehouse-No	16.60	8.40	33.00	0.00	0.00	100.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
General Office Building	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Parking Lot	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Refrigerated Warehouse-No Rail	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,787.3949	2,787.3949	0.1584	0.0328	2,801.1181
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,819.3674	2,819.3674	0.1602	0.0331	2,833.2479
NaturalGas Mitigated	0.0788	0.7164	0.6018	4.3000e-003		0.0545	0.0545		0.0545	0.0545	0.0000	779.8841	779.8841	0.0150	0.0143	784.5186
NaturalGas Unmitigated	0.0813	0.7390	0.6207	4.4300e-003		0.0562	0.0562		0.0562	0.0562	0.0000	804.4412	804.4412	0.0154	0.0148	809.2216

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
General Office Building	69400	3.7000e-004	3.4000e-003	2.8600e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7035	3.7035	7.0000e-005	7.0000e-005	3.7255
Parking Lot	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
Refrigerated Warehouse-No Rail	1.4439e+007	0.0779	0.7078	0.5946	4.2500e-003		0.0538	0.0538		0.0538	0.0538	0.0000	770.5184	770.5184	0.0148	0.0141	775.0972
Unrefrigerated Warehouse-No Rail	566289	3.0500e-003	0.0278	0.0233	1.7000e-004		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003	0.0000	30.2193	30.2193	5.8000e-004	5.5000e-004	30.3989
Total		**0.0813**	**0.7390**	**0.6207**	**4.4400e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**	**0.0000**	**804.4412**	**804.4412**	**0.0154**	**0.0148**	**809.2216**

5.2 Energy by Land Use - NaturalGas

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
General Office Building	48580	2.6000e-004	2.3800e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5924	2.5924	5.0000e-005	5.0000e-005	2.6078
Parking Lot	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
Refrigerated Warehouse-No Rail	1.4167e+007	0.0764	0.6945	0.5834	4.1700e-003		0.0528	0.0528		0.0528	0.0528	0.0000	756.0042	756.0042	0.0145	0.0139	760.4968
Unrefrigerated Warehouse-No Rail	398913	2.1500e-003	0.0196	0.0164	1.2000e-004		1.4900e-003	1.4900e-003		1.4900e-003	1.4900e-003	0.0000	21.2875	21.2875	4.1000e-004	3.9000e-004	21.4140
Total		**0.0788**	**0.7164**	**0.6018**	**4.3000e-003**		**0.0545**	**0.0545**		**0.0545**	**0.0545**	**0.0000**	**779.8841**	**779.8841**	**0.0150**	**0.0143**	**784.5186**

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
General Office Building	190400	44.0828	2.5000e-003	5.2000e-004	44.2998
Parking Lot	184067	42.6165	2.4200e-003	5.0000e-004	42.8263
Refrigerated Warehouse-No Rail	1.11445e+007	2,580.2433	0.1466	0.0303	2,592.9466
Unrefrigerated Warehouse-No Rail	658346	152.4249	8.6600e-003	1.7900e-003	153.1753
Total		**2,819.3674**	**0.1602**	**0.0331**	**2,833.2479**

5.3 Energy by Land Use - Electricity

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
General Office Building	171980	39.8180	2.2600e-003	4.7000e-004	40.0141
Parking Lot	184067	42.6165	2.4200e-003	5.0000e-004	42.8263
Refrigerated Warehouse-No Rail	1.10557e+007	2,559.7046	0.1454	0.0301	2,572.3068
Unrefrigerated Warehouse-No Rail	627381	145.2558	8.2500e-003	1.7100e-003	145.9709
Total		**2,787.3949**	**0.1584**	**0.0328**	**2,801.1181**

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	2.2640	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Unmitigated	2.2640	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294

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	0.1376					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.1251					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3200e-003	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Total	**2.2640**	**1.3000e-004**	**0.0142**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0276**	**0.0276**	**7.0000e-005**	**0.0000**	**0.0294**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1376					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.1251					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3200e-003	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Total	**2.2640**	**1.3000e-004**	**0.0142**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0276**	**0.0276**	**7.0000e-005**	**0.0000**	**0.0294**

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	377.8714	3.4755	0.0857	490.2819
Unmitigated	467.8084	4.3441	0.1070	608.2991

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.9591	20.4729	1.1600e-003	2.4000e-004	20.5737
General Office Building	3.55467 / 2.17867	17.4482	0.1168	2.9300e-003	21.2393
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	64.5095 / 0	214.9437	2.1131	0.0519	283.2431
Unrefrigerated Warehouse-No Rail	64.5095 / 0	214.9437	2.1131	0.0519	283.2431
Total		**467.8084**	**4.3441**	**0.1070**	**608.2991**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.47359	19.2241	1.0900e-003	2.3000e-004	19.3187
General Office Building	2.84374 / 2.04577	14.7375	0.0935	2.3500e-003	17.7742
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	51.6076 / 0	171.9549	1.6905	0.0415	226.5945
Unrefrigerated Warehouse-No Rail	51.6076 / 0	171.9549	1.6905	0.0415	226.5945
Total		**377.8714**	**3.4755**	**0.0857**	**490.2819**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	110.3479	6.5214	0.0000	273.3823
Unmitigated	110.3479	6.5214	0.0000	273.3823

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.57	0.1157	6.8400e-003	0.0000	0.2867
General Office Building	18.6	3.7756	0.2231	0.0000	9.3540
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	262.22	53.2283	3.1457	0.0000	131.8708
Unrefrigerated Warehouse-No Rail	262.22	53.2283	3.1457	0.0000	131.8708
Total		**110.3479**	**6.5214**	**0.0000**	**273.3823**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.57	0.1157	6.8400e-003	0.0000	0.2867
General Office Building	18.6	3.7756	0.2231	0.0000	9.3540
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	262.22	53.2283	3.1457	0.0000	131.8708
Unrefrigerated Warehouse-No Rail	262.22	53.2283	3.1457	0.0000	131.8708
Total		**110.3479**	**6.5214**	**0.0000**	**273.3823**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	Electrical
Off-Highway Trucks	2	8.00	260	402	0.38	Diesel

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0591	0.5486	0.6000	7.9000e-004		0.0363	0.0363		0.0334	0.0334	0.0000	69.8315	69.8315	0.0226	0.0000	70.3961
Off-Highway Trucks	0.1381	1.0488	0.8776	3.4500e-003		0.0381	0.0381		0.0351	0.0351	0.0000	303.1801	303.1801	0.0981	0.0000	305.6315
Total	**0.1971**	**1.5973**	**1.4776**	**4.2400e-003**		**0.0745**	**0.0745**		**0.0685**	**0.0685**	**0.0000**	**373.0116**	**373.0116**	**0.1206**	**0.0000**	**376.0276**

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

Caprock Portrero Warehouse Beaumont with 2010 Mitigation

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	20.00	1000sqft	0.46	20,000.00	0
Refrigerated Warehouse-No Rail	278.96	1000sqft	6.40	278,960.00	0
Unrefrigerated Warehouse-No Rail	278.96	1000sqft	6.40	278,960.00	0
Parking Lot	525.90	1000sqft	12.07	525,905.00	0
City Park	6.68	Acre	6.68	290,982.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	510.43	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Caprock Portrero Warehouse Beaumont with 2010 Mitigation - Riverside-South Coast County, Annual

Project Characteristics - Adjusted per the SCE 2018 Corporate Responsibility and Sustainability Report. The report provides intensity factor of CO2e, the CO2 intensity factor is calculated as 513-(25*0.029)-(298*0.00617)=510.43 to avoid double counting.

Land Use - total: 577,920 sf warehouse, 50% refrigerated, 2 office space = 20,000 sf, parking includes 314 spaces, docks and trailer stalls and drive aisles, landscaping modeled as park

Construction Phase - Based on Beaumont Construction Schedule

Grading - import 3,274 cy of soil - earthwork analysis

Architectural Coating - Rule 1113 Low VOC Paint

Vehicle Trips - Based on TIA ADT: passenger vehicles 495/278.96= 1.774447949526813880126182965299 7 trucks 476/278.96= 1.706337826211643246343561800975 1, trip length 33 miles based on City comment

Vehicle Emission Factors - EMFAC2017 year 2022 - Riverside County (SC) with Safe Rule only 2010 trucks or newer

Vehicle Emission Factors - EMFAC2017 year 2022 - Riverside County (SC) with Safe Rule only 2010 trucks or newer

Vehicle Emission Factors - EMFAC2017 year 2022 - Riverside County (SC) with Safe Rule only 2010 trucks or newer

Area Coating - Rule 1113 Low VOC

Energy Use -

Construction Off-road Equipment Mitigation - Rule 403

Mobile Commute Mitigation - require Transportation demand management (TDM) strategies

Area Mitigation -

Energy Mitigation - CEC 2019 standard will reduce energy use for nonresidential buildings by 30% mainly due to lighting upgrades

Water Mitigation - current building code standards

Waste Mitigation -

Operational Off-Road Equipment - Assume two yard trucks and 4 forklifts

Fleet Mix - Based on TIA, passenger vehicels and heavy trucks

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50

tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	16
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	55
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	55
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	45.00	35.00
tblConstructionPhase	NumDays	500.00	170.00
tblConstructionPhase	NumDays	35.00	105.00
tblConstructionPhase	NumDays	35.00	105.00
tblFleetMix	HHD	0.07	0.00
tblFleetMix	HHD	0.07	1.00
tblFleetMix	LDA	0.55	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LDT2	0.19	0.00
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tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	4.9700e-003	0.00
tblFleetMix	LHD2	4.9700e-003	0.00
tblFleetMix	MCY	4.5470e-003	0.00
tblFleetMix	MCY	4.5470e-003	0.00
tblFleetMix	MDV	0.12	0.00

tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	9.6500e-004	0.00
tblFleetMix	MH	9.6500e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.3970e-003	0.00
tblFleetMix	OBUS	1.3970e-003	0.00
tblFleetMix	SBUS	9.3200e-004	0.00
tblFleetMix	SBUS	9.3200e-004	0.00
tblFleetMix	UBUS	1.1600e-003	0.00
tblFleetMix	UBUS	1.1600e-003	0.00
tblGrading	MaterialImported	0.00	3,274.00
tblLandUse	LandUseSquareFeet	525,900.00	525,905.00
tblLandUse	LandUseSquareFeet	290,980.80	290,982.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.38	0.38
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	510.43
tblVehicleEF	HHD	1.36	0.02
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	3.11	6.47
tblVehicleEF	HHD	0.45	0.25
tblVehicleEF	HHD	1.41	1.7950e-003
tblVehicleEF	HHD	6,423.61	1,120.11
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tblVehicleEF	HHD	4.59	9.4780e-003
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tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.9000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	0.00
tblVehicleEF	HHD	2.3460e-003	2.0000e-006
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tblVehicleEF	HHD	4.3000e-005	0.00
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tblVehicleEF	HHD	4.59	9.3180e-003
tblVehicleEF	HHD	25.67	5.18
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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	8.9510e-003	1.6260e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8050e-003
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tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	1.3900e-004	0.00

tblVehicleEF	HHD	2.6650e-003	2.0000e-006
tblVehicleEF	HHD	0.75	0.47
tblVehicleEF	HHD	8.2000e-005	0.00
tblVehicleEF	HHD	0.06	0.03
tblVehicleEF	HHD	1.6100e-004	4.0000e-006
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.8000e-005	0.00
tblVehicleEF	HHD	1.3900e-004	0.00
tblVehicleEF	HHD	2.6650e-003	2.0000e-006
tblVehicleEF	HHD	0.87	0.54
tblVehicleEF	HHD	8.2000e-005	0.00
tblVehicleEF	HHD	0.10	0.05
tblVehicleEF	HHD	1.6100e-004	4.0000e-006
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	1.46	0.02
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	4.28	6.61
tblVehicleEF	HHD	0.44	0.25
tblVehicleEF	HHD	1.42	1.7760e-003
tblVehicleEF	HHD	5,896.87	1,135.48
tblVehicleEF	HHD	1,444.51	1,305.31
tblVehicleEF	HHD	4.59	9.4480e-003
tblVehicleEF	HHD	23.77	5.76
tblVehicleEF	HHD	2.30	2.13

tblVehicleEF	HHD	20.31	2.45
tblVehicleEF	HHD	0.01	2.2060e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	0.01	2.1110e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8650e-003	8.8050e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	3.4000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	2.4470e-003	2.0000e-006
tblVehicleEF	HHD	0.86	0.41
tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	0.06	0.03
tblVehicleEF	HHD	1.6900e-004	5.0000e-006
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	6.9000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	0.00
tblVehicleEF	HHD	2.4470e-003	2.0000e-006
tblVehicleEF	HHD	0.99	0.47
tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	0.10	0.05
tblVehicleEF	HHD	1.6900e-004	5.0000e-006

tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	LDA	3.6620e-003	2.1320e-003
tblVehicleEF	LDA	4.7760e-003	0.05
tblVehicleEF	LDA	0.54	0.60
tblVehicleEF	LDA	1.05	2.09
tblVehicleEF	LDA	245.52	256.38
tblVehicleEF	LDA	56.65	53.20
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.07	0.18
tblVehicleEF	LDA	1.5830e-003	1.3710e-003
tblVehicleEF	LDA	2.2500e-003	1.8340e-003
tblVehicleEF	LDA	1.4580e-003	1.2630e-003
tblVehicleEF	LDA	2.0690e-003	1.6860e-003
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	9.2080e-003	8.0170e-003
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.21
tblVehicleEF	LDA	2.4580e-003	2.5360e-003
tblVehicleEF	LDA	5.8400e-004	5.2600e-004
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.07	0.23

tblVehicleEF	LDA	4.1530e-003	2.4040e-003
tblVehicleEF	LDA	4.1450e-003	0.04
tblVehicleEF	LDA	0.66	0.72
tblVehicleEF	LDA	0.93	1.75
tblVehicleEF	LDA	267.36	277.20
tblVehicleEF	LDA	56.65	52.57
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.06	0.16
tblVehicleEF	LDA	1.5830e-003	1.3710e-003
tblVehicleEF	LDA	2.2500e-003	1.8340e-003
tblVehicleEF	LDA	1.4580e-003	1.2630e-003
tblVehicleEF	LDA	2.0690e-003	1.6860e-003
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.01	8.9450e-003
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.18
tblVehicleEF	LDA	2.6780e-003	2.7420e-003
tblVehicleEF	LDA	5.8200e-004	5.2000e-004
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.20
tblVehicleEF	LDA	3.5320e-003	2.0960e-003

tblVehicleEF	LDA	4.9050e-003	0.05
tblVehicleEF	LDA	0.51	0.58
tblVehicleEF	LDA	1.08	2.07
tblVehicleEF	LDA	239.46	252.87
tblVehicleEF	LDA	56.65	53.18
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.07	0.17
tblVehicleEF	LDA	1.5830e-003	1.3710e-003
tblVehicleEF	LDA	2.2500e-003	1.8340e-003
tblVehicleEF	LDA	1.4580e-003	1.2630e-003
tblVehicleEF	LDA	2.0690e-003	1.6860e-003
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.8850e-003	7.8720e-003
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	2.3970e-003	2.5010e-003
tblVehicleEF	LDA	5.8500e-004	5.2600e-004
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.07	0.23
tblVehicleEF	LDT1	0.01	6.6590e-003
tblVehicleEF	LDT1	0.02	0.08

tblVehicleEF	LDT1	1.32	1.37
tblVehicleEF	LDT1	3.05	2.37
tblVehicleEF	LDT1	305.87	304.11
tblVehicleEF	LDT1	70.39	64.86
tblVehicleEF	LDT1	0.13	0.12
tblVehicleEF	LDT1	0.19	0.29
tblVehicleEF	LDT1	2.3960e-003	2.0660e-003
tblVehicleEF	LDT1	3.5150e-003	2.7560e-003
tblVehicleEF	LDT1	2.2060e-003	1.9010e-003
tblVehicleEF	LDT1	3.2320e-003	2.5340e-003
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.13	0.00
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.19	0.80
tblVehicleEF	LDT1	0.21	0.41
tblVehicleEF	LDT1	3.0750e-003	3.0090e-003
tblVehicleEF	LDT1	7.5800e-004	6.4200e-004
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.32	0.25
tblVehicleEF	LDT1	0.13	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.19	0.80
tblVehicleEF	LDT1	0.23	0.45
tblVehicleEF	LDT1	0.01	7.4260e-003
tblVehicleEF	LDT1	0.01	0.07
tblVehicleEF	LDT1	1.59	1.62

tblVehicleEF	LDT1	2.68	1.98
tblVehicleEF	LDT1	332.27	325.77
tblVehicleEF	LDT1	70.39	64.04
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.18	0.27
tblVehicleEF	LDT1	2.3960e-003	2.0660e-003
tblVehicleEF	LDT1	3.5150e-003	2.7560e-003
tblVehicleEF	LDT1	2.2060e-003	1.9010e-003
tblVehicleEF	LDT1	3.2320e-003	2.5340e-003
tblVehicleEF	LDT1	0.38	0.33
tblVehicleEF	LDT1	0.40	0.29
tblVehicleEF	LDT1	0.25	0.00
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.19	0.78
tblVehicleEF	LDT1	0.18	0.35
tblVehicleEF	LDT1	3.3430e-003	3.2240e-003
tblVehicleEF	LDT1	7.5100e-004	6.3400e-004
tblVehicleEF	LDT1	0.38	0.33
tblVehicleEF	LDT1	0.40	0.29
tblVehicleEF	LDT1	0.25	0.23
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.19	0.78
tblVehicleEF	LDT1	0.20	0.38
tblVehicleEF	LDT1	0.01	6.5510e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.24	1.33
tblVehicleEF	LDT1	3.11	2.35

tblVehicleEF	LDT1	298.00	300.45
tblVehicleEF	LDT1	70.39	64.83
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.19	0.28
tblVehicleEF	LDT1	2.3960e-003	2.0660e-003
tblVehicleEF	LDT1	3.5150e-003	2.7560e-003
tblVehicleEF	LDT1	2.2060e-003	1.9010e-003
tblVehicleEF	LDT1	3.2320e-003	2.5340e-003
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	0.11	0.00
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.22	0.41
tblVehicleEF	LDT1	2.9950e-003	2.9730e-003
tblVehicleEF	LDT1	7.5900e-004	6.4200e-004
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.24	0.45
tblVehicleEF	LDT2	5.1640e-003	3.5680e-003
tblVehicleEF	LDT2	6.4600e-003	0.07
tblVehicleEF	LDT2	0.71	0.85
tblVehicleEF	LDT2	1.39	2.68
tblVehicleEF	LDT2	342.68	322.21

tblVehicleEF	LDT2	78.65	68.98
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.11	0.28
tblVehicleEF	LDT2	1.6000e-003	1.4090e-003
tblVehicleEF	LDT2	2.3460e-003	1.8660e-003
tblVehicleEF	LDT2	1.4710e-003	1.2970e-003
tblVehicleEF	LDT2	2.1570e-003	1.7160e-003
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	3.4320e-003	3.1880e-003
tblVehicleEF	LDT2	8.1000e-004	6.8300e-004
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.41
tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LDT2	5.8560e-003	4.0040e-003
tblVehicleEF	LDT2	5.6090e-003	0.06
tblVehicleEF	LDT2	0.87	1.02
tblVehicleEF	LDT2	1.23	2.24
tblVehicleEF	LDT2	372.88	342.99
tblVehicleEF	LDT2	78.65	68.14

tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.11	0.26
tblVehicleEF	LDT2	1.6000e-003	1.4090e-003
tblVehicleEF	LDT2	2.3460e-003	1.8660e-003
tblVehicleEF	LDT2	1.4710e-003	1.2970e-003
tblVehicleEF	LDT2	2.1570e-003	1.7160e-003
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.10	0.14
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.08	0.27
tblVehicleEF	LDT2	3.7360e-003	3.3930e-003
tblVehicleEF	LDT2	8.0700e-004	6.7400e-004
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.10	0.14
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	4.9650e-003	3.5090e-003
tblVehicleEF	LDT2	6.6500e-003	0.07
tblVehicleEF	LDT2	0.67	0.82
tblVehicleEF	LDT2	1.42	2.66
tblVehicleEF	LDT2	333.62	318.70
tblVehicleEF	LDT2	78.65	68.95
tblVehicleEF	LDT2	0.07	0.07

tblVehicleEF	LDT2	0.11	0.28
tblVehicleEF	LDT2	1.6000e-003	1.4090e-003
tblVehicleEF	LDT2	2.3460e-003	1.8660e-003
tblVehicleEF	LDT2	1.4710e-003	1.2970e-003
tblVehicleEF	LDT2	2.1570e-003	1.7160e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	3.3410e-003	3.1530e-003
tblVehicleEF	LDT2	8.1000e-004	6.8200e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.47
tblVehicleEF	LDT2	0.10	0.34
tblVehicleEF	LHD1	5.1810e-003	4.6570e-003
tblVehicleEF	LHD1	9.5070e-003	4.8740e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.92
tblVehicleEF	LHD1	9.26	9.43
tblVehicleEF	LHD1	602.20	628.02

tblVehicleEF	LHD1	29.86	10.15
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.06	1.53
tblVehicleEF	LHD1	0.96	0.29
tblVehicleEF	LHD1	9.7000e-004	1.0050e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.1900e-004
tblVehicleEF	LHD1	9.2800e-004	9.6200e-004
tblVehicleEF	LHD1	2.5490e-003	2.5150e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.6200e-004	2.0100e-004
tblVehicleEF	LHD1	3.7780e-003	2.5170e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8760e-003	1.3130e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.31	0.46
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1050e-003
tblVehicleEF	LHD1	3.4200e-004	1.0000e-004
tblVehicleEF	LHD1	3.7780e-003	2.5170e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8760e-003	1.3130e-003
tblVehicleEF	LHD1	0.09	0.07

tblVehicleEF	LHD1	0.31	0.46
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD1	5.1810e-003	4.6710e-003
tblVehicleEF	LHD1	9.6980e-003	4.9550e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.89	0.67
tblVehicleEF	LHD1	2.15	0.87
tblVehicleEF	LHD1	9.26	9.43
tblVehicleEF	LHD1	602.20	628.04
tblVehicleEF	LHD1	29.86	10.07
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.94	1.44
tblVehicleEF	LHD1	0.93	0.28
tblVehicleEF	LHD1	9.7000e-004	1.0050e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.2900e-004	2.1900e-004
tblVehicleEF	LHD1	9.2800e-004	9.6200e-004
tblVehicleEF	LHD1	2.5490e-003	2.5150e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.6200e-004	2.0100e-004
tblVehicleEF	LHD1	7.0590e-003	4.4750e-003
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.5660e-003	2.5190e-003
tblVehicleEF	LHD1	0.07	0.06

tblVehicleEF	LHD1	0.32	0.46
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9030e-003	6.1050e-003
tblVehicleEF	LHD1	3.4000e-004	1.0000e-004
tblVehicleEF	LHD1	7.0590e-003	4.4750e-003
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	3.5660e-003	2.5190e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.32	0.46
tblVehicleEF	LHD1	0.25	0.08
tblVehicleEF	LHD1	5.1810e-003	4.6600e-003
tblVehicleEF	LHD1	9.4900e-003	4.8830e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.88	0.66
tblVehicleEF	LHD1	2.26	0.91
tblVehicleEF	LHD1	9.26	9.43
tblVehicleEF	LHD1	602.20	628.03
tblVehicleEF	LHD1	29.86	10.14
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	2.04	1.51
tblVehicleEF	LHD1	0.95	0.29
tblVehicleEF	LHD1	9.7000e-004	1.0050e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01

tblVehicleEF	LHD1	8.2900e-004	2.1900e-004
tblVehicleEF	LHD1	9.2800e-004	9.6200e-004
tblVehicleEF	LHD1	2.5490e-003	2.5150e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.6200e-004	2.0100e-004
tblVehicleEF	LHD1	3.3490e-003	2.6470e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7110e-003	1.3780e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.34	0.49
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	9.2000e-005	9.1000e-005
tblVehicleEF	LHD1	5.9020e-003	6.1050e-003
tblVehicleEF	LHD1	3.4200e-004	1.0000e-004
tblVehicleEF	LHD1	3.3490e-003	2.6470e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7110e-003	1.3780e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.34	0.49
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD2	3.4600e-003	2.5610e-003
tblVehicleEF	LHD2	4.0020e-003	1.1930e-003
tblVehicleEF	LHD2	7.4040e-003	3.1990e-003
tblVehicleEF	LHD2	0.45	0.10
tblVehicleEF	LHD2	1.08	0.37

tblVehicleEF	LHD2	14.41	14.82
tblVehicleEF	LHD2	598.41	595.71
tblVehicleEF	LHD2	23.24	5.57
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.50	0.07
tblVehicleEF	LHD2	0.50	0.10
tblVehicleEF	LHD2	1.3120e-003	1.6090e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	6.8750e-003
tblVehicleEF	LHD2	3.7000e-004	7.1000e-005
tblVehicleEF	LHD2	1.2550e-003	1.5390e-003
tblVehicleEF	LHD2	2.7000e-003	2.7560e-003
tblVehicleEF	LHD2	0.01	6.5700e-003
tblVehicleEF	LHD2	3.4000e-004	6.5000e-005
tblVehicleEF	LHD2	1.4050e-003	2.4300e-004
tblVehicleEF	LHD2	0.04	4.6920e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.4200e-004	1.4200e-004
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.08	0.02
tblVehicleEF	LHD2	0.10	0.01
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	5.7250e-003
tblVehicleEF	LHD2	2.5200e-004	5.5000e-005
tblVehicleEF	LHD2	1.4050e-003	2.4300e-004
tblVehicleEF	LHD2	0.04	4.6920e-003
tblVehicleEF	LHD2	0.02	0.02

tblVehicleEF	LHD2	7.4200e-004	1.4200e-004
tblVehicleEF	LHD2	0.06	0.02
tblVehicleEF	LHD2	0.08	0.02
tblVehicleEF	LHD2	0.11	0.01
tblVehicleEF	LHD2	3.4600e-003	2.5670e-003
tblVehicleEF	LHD2	4.0450e-003	1.2010e-003
tblVehicleEF	LHD2	7.1500e-003	3.0750e-003
tblVehicleEF	LHD2	0.45	0.10
tblVehicleEF	LHD2	1.04	0.36
tblVehicleEF	LHD2	14.41	14.82
tblVehicleEF	LHD2	598.41	595.71
tblVehicleEF	LHD2	23.24	5.54
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.41	0.07
tblVehicleEF	LHD2	0.48	0.09
tblVehicleEF	LHD2	1.3120e-003	1.6090e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	6.8750e-003
tblVehicleEF	LHD2	3.7000e-004	7.1000e-005
tblVehicleEF	LHD2	1.2550e-003	1.5390e-003
tblVehicleEF	LHD2	2.7000e-003	2.7560e-003
tblVehicleEF	LHD2	0.01	6.5700e-003
tblVehicleEF	LHD2	3.4000e-004	6.5000e-005
tblVehicleEF	LHD2	2.6530e-003	4.4100e-004
tblVehicleEF	LHD2	0.04	5.6830e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	1.3950e-003	2.8500e-004

tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.08	0.02
tblVehicleEF	LHD2	0.10	0.01
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	5.7250e-003
tblVehicleEF	LHD2	2.5100e-004	5.5000e-005
tblVehicleEF	LHD2	2.6530e-003	4.4100e-004
tblVehicleEF	LHD2	0.04	5.6830e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.3950e-003	2.8500e-004
tblVehicleEF	LHD2	0.06	0.02
tblVehicleEF	LHD2	0.08	0.02
tblVehicleEF	LHD2	0.11	0.01
tblVehicleEF	LHD2	3.4600e-003	2.5620e-003
tblVehicleEF	LHD2	3.9920e-003	1.1940e-003
tblVehicleEF	LHD2	7.4470e-003	3.1800e-003
tblVehicleEF	LHD2	0.45	0.10
tblVehicleEF	LHD2	1.09	0.37
tblVehicleEF	LHD2	14.41	14.82
tblVehicleEF	LHD2	598.41	595.71
tblVehicleEF	LHD2	23.24	5.57
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.48	0.07
tblVehicleEF	LHD2	0.50	0.09
tblVehicleEF	LHD2	1.3120e-003	1.6090e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	6.8750e-003

tblVehicleEF	LHD2	3.7000e-004	7.1000e-005
tblVehicleEF	LHD2	1.2550e-003	1.5390e-003
tblVehicleEF	LHD2	2.7000e-003	2.7560e-003
tblVehicleEF	LHD2	0.01	6.5700e-003
tblVehicleEF	LHD2	3.4000e-004	6.5000e-005
tblVehicleEF	LHD2	1.1040e-003	2.5300e-004
tblVehicleEF	LHD2	0.04	5.4200e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	6.2900e-004	1.4900e-004
tblVehicleEF	LHD2	0.05	0.02
tblVehicleEF	LHD2	0.08	0.02
tblVehicleEF	LHD2	0.10	0.01
tblVehicleEF	LHD2	1.4000e-004	1.4100e-004
tblVehicleEF	LHD2	5.8170e-003	5.7250e-003
tblVehicleEF	LHD2	2.5200e-004	5.5000e-005
tblVehicleEF	LHD2	1.1040e-003	2.5300e-004
tblVehicleEF	LHD2	0.04	5.4200e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.2900e-004	1.4900e-004
tblVehicleEF	LHD2	0.06	0.02
tblVehicleEF	LHD2	0.08	0.02
tblVehicleEF	LHD2	0.11	0.01
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.14	19.16
tblVehicleEF	MCY	9.69	8.62
tblVehicleEF	MCY	166.26	207.70

tblVehicleEF	MCY	45.80	60.67
tblVehicleEF	MCY	1.12	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8240e-003	1.7610e-003
tblVehicleEF	MCY	3.3680e-003	2.8430e-003
tblVehicleEF	MCY	1.7050e-003	1.6470e-003
tblVehicleEF	MCY	3.1720e-003	2.6760e-003
tblVehicleEF	MCY	1.69	1.43
tblVehicleEF	MCY	0.85	0.79
tblVehicleEF	MCY	0.92	0.76
tblVehicleEF	MCY	2.13	2.13
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.06	1.84
tblVehicleEF	MCY	2.0370e-003	2.0550e-003
tblVehicleEF	MCY	6.7700e-004	6.0000e-004
tblVehicleEF	MCY	1.69	1.43
tblVehicleEF	MCY	0.85	0.79
tblVehicleEF	MCY	0.92	0.76
tblVehicleEF	MCY	2.63	2.63
tblVehicleEF	MCY	0.56	1.82
tblVehicleEF	MCY	2.24	2.00
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	19.85	19.13
tblVehicleEF	MCY	9.10	7.90
tblVehicleEF	MCY	166.26	207.50
tblVehicleEF	MCY	45.80	58.76

tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.8240e-003	1.7610e-003
tblVehicleEF	MCY	3.3680e-003	2.8430e-003
tblVehicleEF	MCY	1.7050e-003	1.6470e-003
tblVehicleEF	MCY	3.1720e-003	2.6760e-003
tblVehicleEF	MCY	3.36	2.74
tblVehicleEF	MCY	1.24	1.09
tblVehicleEF	MCY	2.10	1.72
tblVehicleEF	MCY	2.11	2.09
tblVehicleEF	MCY	0.56	1.79
tblVehicleEF	MCY	1.85	1.61
tblVehicleEF	MCY	2.0480e-003	2.0530e-003
tblVehicleEF	MCY	6.6100e-004	5.8100e-004
tblVehicleEF	MCY	3.36	2.74
tblVehicleEF	MCY	1.24	1.09
tblVehicleEF	MCY	2.10	1.72
tblVehicleEF	MCY	2.61	2.57
tblVehicleEF	MCY	0.56	1.79
tblVehicleEF	MCY	2.01	1.76
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.68	18.59
tblVehicleEF	MCY	9.65	8.41
tblVehicleEF	MCY	166.26	206.72
tblVehicleEF	MCY	45.80	60.18
tblVehicleEF	MCY	1.12	1.09

tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8240e-003	1.7610e-003
tblVehicleEF	MCY	3.3680e-003	2.8430e-003
tblVehicleEF	MCY	1.7050e-003	1.6470e-003
tblVehicleEF	MCY	3.1720e-003	2.6760e-003
tblVehicleEF	MCY	1.60	1.64
tblVehicleEF	MCY	1.04	1.06
tblVehicleEF	MCY	0.74	0.76
tblVehicleEF	MCY	2.12	2.11
tblVehicleEF	MCY	0.64	2.08
tblVehicleEF	MCY	2.07	1.80
tblVehicleEF	MCY	2.0300e-003	2.0460e-003
tblVehicleEF	MCY	6.7700e-004	5.9600e-004
tblVehicleEF	MCY	1.60	1.64
tblVehicleEF	MCY	1.04	1.06
tblVehicleEF	MCY	0.74	0.76
tblVehicleEF	MCY	2.62	2.60
tblVehicleEF	MCY	0.64	2.08
tblVehicleEF	MCY	2.26	1.96
tblVehicleEF	MDV	0.01	4.7140e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.26	1.01
tblVehicleEF	MDV	2.88	3.15
tblVehicleEF	MDV	474.24	404.92
tblVehicleEF	MDV	107.24	85.97
tblVehicleEF	MDV	0.15	0.10
tblVehicleEF	MDV	0.27	0.36

tblVehicleEF	MDV	1.6800e-003	1.4810e-003
tblVehicleEF	MDV	2.4130e-003	1.9440e-003
tblVehicleEF	MDV	1.5490e-003	1.3670e-003
tblVehicleEF	MDV	2.2190e-003	1.7870e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.47
tblVehicleEF	MDV	0.22	0.41
tblVehicleEF	MDV	4.7510e-003	4.0030e-003
tblVehicleEF	MDV	1.1230e-003	8.5100e-004
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.47
tblVehicleEF	MDV	0.24	0.45
tblVehicleEF	MDV	0.01	5.2950e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.53	1.20
tblVehicleEF	MDV	2.54	2.62
tblVehicleEF	MDV	514.80	427.12
tblVehicleEF	MDV	107.24	84.94
tblVehicleEF	MDV	0.14	0.09
tblVehicleEF	MDV	0.26	0.34
tblVehicleEF	MDV	1.6800e-003	1.4810e-003

tblVehicleEF	MDV	2.4130e-003	1.9440e-003
tblVehicleEF	MDV	1.5490e-003	1.3670e-003
tblVehicleEF	MDV	2.2190e-003	1.7870e-003
tblVehicleEF	MDV	0.21	0.20
tblVehicleEF	MDV	0.23	0.17
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.46
tblVehicleEF	MDV	0.19	0.35
tblVehicleEF	MDV	5.1610e-003	4.2230e-003
tblVehicleEF	MDV	1.1170e-003	8.4100e-004
tblVehicleEF	MDV	0.21	0.20
tblVehicleEF	MDV	0.23	0.17
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.05	0.03
tblVehicleEF	MDV	0.11	0.46
tblVehicleEF	MDV	0.21	0.39
tblVehicleEF	MDV	0.01	4.6310e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.18	0.97
tblVehicleEF	MDV	2.94	3.12
tblVehicleEF	MDV	462.11	401.17
tblVehicleEF	MDV	107.24	85.93
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	0.27	0.36
tblVehicleEF	MDV	1.6800e-003	1.4810e-003
tblVehicleEF	MDV	2.4130e-003	1.9440e-003

tblVehicleEF	MDV	1.5490e-003	1.3670e-003
tblVehicleEF	MDV	2.2190e-003	1.7870e-003
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.54
tblVehicleEF	MDV	0.23	0.41
tblVehicleEF	MDV	4.6290e-003	3.9660e-003
tblVehicleEF	MDV	1.1240e-003	8.5000e-004
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.54
tblVehicleEF	MDV	0.25	0.45
tblVehicleEF	MH	0.03	9.3250e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.33	1.19
tblVehicleEF	MH	5.58	2.05
tblVehicleEF	MH	998.83	1,452.83
tblVehicleEF	MH	57.38	18.53
tblVehicleEF	MH	1.57	1.57
tblVehicleEF	MH	0.82	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.0280e-003	2.3800e-004

tblVehicleEF	MH	3.2460e-003	3.2910e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	9.4600e-004	2.1900e-004
tblVehicleEF	MH	1.47	1.08
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.51	0.40
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.03	1.40
tblVehicleEF	MH	0.33	0.09
tblVehicleEF	MH	9.9070e-003	0.01
tblVehicleEF	MH	6.7100e-004	1.8300e-004
tblVehicleEF	MH	1.47	1.08
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.51	0.40
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	1.40
tblVehicleEF	MH	0.36	0.10
tblVehicleEF	MH	0.03	9.5450e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.40	1.23
tblVehicleEF	MH	5.19	1.90
tblVehicleEF	MH	998.83	1,452.88
tblVehicleEF	MH	57.38	18.28
tblVehicleEF	MH	1.46	1.46
tblVehicleEF	MH	0.79	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04

tblVehicleEF	MH	1.0280e-003	2.3800e-004
tblVehicleEF	MH	3.2460e-003	3.2910e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	9.4600e-004	2.1900e-004
tblVehicleEF	MH	2.69	1.89
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	1.00	0.78
tblVehicleEF	MH	0.09	0.06
tblVehicleEF	MH	0.03	1.40
tblVehicleEF	MH	0.31	0.09
tblVehicleEF	MH	9.9080e-003	0.01
tblVehicleEF	MH	6.6400e-004	1.8100e-004
tblVehicleEF	MH	2.69	1.89
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	1.00	0.78
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.03	1.40
tblVehicleEF	MH	0.34	0.10
tblVehicleEF	MH	0.03	9.3410e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.32	1.20
tblVehicleEF	MH	5.61	2.04
tblVehicleEF	MH	998.83	1,452.83
tblVehicleEF	MH	57.38	18.51
tblVehicleEF	MH	1.55	1.54
tblVehicleEF	MH	0.82	0.23
tblVehicleEF	MH	0.01	0.01

tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.0280e-003	2.3800e-004
tblVehicleEF	MH	3.2460e-003	3.2910e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	9.4600e-004	2.1900e-004
tblVehicleEF	MH	1.48	1.22
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.50	0.43
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.03	1.48
tblVehicleEF	MH	0.33	0.09
tblVehicleEF	MH	9.9070e-003	0.01
tblVehicleEF	MH	6.7200e-004	1.8300e-004
tblVehicleEF	MH	1.48	1.22
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.50	0.43
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	1.48
tblVehicleEF	MH	0.36	0.10
tblVehicleEF	MHD	0.02	2.5900e-004
tblVehicleEF	MHD	3.1970e-003	3.8400e-004
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	MHD	0.35	0.23
tblVehicleEF	MHD	0.24	0.05
tblVehicleEF	MHD	5.47	0.00
tblVehicleEF	MHD	152.51	68.57
tblVehicleEF	MHD	1,062.94	874.02

tblVehicleEF	MHD	54.61	0.00
tblVehicleEF	MHD	0.61	0.32
tblVehicleEF	MHD	0.89	0.94
tblVehicleEF	MHD	11.52	2.12
tblVehicleEF	MHD	9.8000e-004	8.0000e-005
tblVehicleEF	MHD	5.7040e-003	0.01
tblVehicleEF	MHD	7.4900e-004	0.00
tblVehicleEF	MHD	9.3700e-004	7.6000e-005
tblVehicleEF	MHD	5.4540e-003	9.6830e-003
tblVehicleEF	MHD	6.8900e-004	0.00
tblVehicleEF	MHD	1.6000e-003	0.00
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	MHD	0.03	5.5660e-003
tblVehicleEF	MHD	8.0100e-004	0.00
tblVehicleEF	MHD	0.03	8.2580e-003
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.33	0.00
tblVehicleEF	MHD	1.4660e-003	6.4800e-004
tblVehicleEF	MHD	0.01	8.2570e-003
tblVehicleEF	MHD	6.4200e-004	0.00
tblVehicleEF	MHD	1.6000e-003	0.00
tblVehicleEF	MHD	0.05	0.00
tblVehicleEF	MHD	0.04	6.3360e-003
tblVehicleEF	MHD	8.0100e-004	0.00
tblVehicleEF	MHD	0.03	9.4010e-003
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.36	0.00

tblVehicleEF	MHD	0.02	2.2210e-003
tblVehicleEF	MHD	3.2380e-003	5.0100e-004
tblVehicleEF	MHD	0.05	4.2670e-003
tblVehicleEF	MHD	0.25	0.27
tblVehicleEF	MHD	0.25	0.06
tblVehicleEF	MHD	5.23	0.41
tblVehicleEF	MHD	161.54	61.66
tblVehicleEF	MHD	1,062.94	916.57
tblVehicleEF	MHD	54.61	5.08
tblVehicleEF	MHD	0.63	0.26
tblVehicleEF	MHD	0.83	0.84
tblVehicleEF	MHD	11.50	1.85
tblVehicleEF	MHD	8.2600e-004	6.0000e-005
tblVehicleEF	MHD	5.7040e-003	9.5500e-003
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tblVehicleEF	MHD	7.9000e-004	5.8000e-005
tblVehicleEF	MHD	5.4540e-003	9.1350e-003
tblVehicleEF	MHD	6.8900e-004	5.1000e-005
tblVehicleEF	MHD	3.0890e-003	1.6300e-004
tblVehicleEF	MHD	0.05	2.9280e-003
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	1.5560e-003	1.0500e-004
tblVehicleEF	MHD	0.03	8.2470e-003
tblVehicleEF	MHD	0.02	8.3940e-003
tblVehicleEF	MHD	0.32	0.02
tblVehicleEF	MHD	1.5510e-003	5.8400e-004
tblVehicleEF	MHD	0.01	8.7030e-003

tblVehicleEF	MHD	6.3800e-004	5.0000e-005
tblVehicleEF	MHD	3.0890e-003	1.6300e-004
tblVehicleEF	MHD	0.05	2.9280e-003
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.5560e-003	1.0500e-004
tblVehicleEF	MHD	0.03	9.5490e-003
tblVehicleEF	MHD	0.02	8.3940e-003
tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	0.02	2.4750e-003
tblVehicleEF	MHD	3.1690e-003	4.9700e-004
tblVehicleEF	MHD	0.05	4.3890e-003
tblVehicleEF	MHD	0.48	0.35
tblVehicleEF	MHD	0.24	0.06
tblVehicleEF	MHD	5.56	0.43
tblVehicleEF	MHD	140.03	63.12
tblVehicleEF	MHD	1,062.94	916.57
tblVehicleEF	MHD	54.61	5.12
tblVehicleEF	MHD	0.58	0.30
tblVehicleEF	MHD	0.88	0.87
tblVehicleEF	MHD	11.53	1.85
tblVehicleEF	MHD	1.1920e-003	7.8000e-005
tblVehicleEF	MHD	5.7040e-003	9.5500e-003
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tblVehicleEF	MHD	1.1400e-003	7.5000e-005
tblVehicleEF	MHD	5.4540e-003	9.1350e-003
tblVehicleEF	MHD	6.8900e-004	5.1000e-005
tblVehicleEF	MHD	1.1940e-003	9.5000e-005

tblVehicleEF	MHD	0.05	2.7640e-003
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	6.2900e-004	5.4000e-005
tblVehicleEF	MHD	0.03	8.2370e-003
tblVehicleEF	MHD	0.02	9.3530e-003
tblVehicleEF	MHD	0.34	0.02
tblVehicleEF	MHD	1.3480e-003	5.9800e-004
tblVehicleEF	MHD	0.01	8.7030e-003
tblVehicleEF	MHD	6.4300e-004	5.1000e-005
tblVehicleEF	MHD	1.1940e-003	9.5000e-005
tblVehicleEF	MHD	0.05	2.7640e-003
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	6.2900e-004	5.4000e-005
tblVehicleEF	MHD	0.03	9.5340e-003
tblVehicleEF	MHD	0.02	9.3530e-003
tblVehicleEF	MHD	0.37	0.02
tblVehicleEF	OBUS	0.01	8.6190e-003
tblVehicleEF	OBUS	6.8270e-003	7.1940e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.27	0.48
tblVehicleEF	OBUS	0.46	0.87
tblVehicleEF	OBUS	5.79	2.73
tblVehicleEF	OBUS	74.97	66.93
tblVehicleEF	OBUS	1,092.94	1,366.52
tblVehicleEF	OBUS	69.71	21.52
tblVehicleEF	OBUS	0.31	0.30
tblVehicleEF	OBUS	0.97	1.35

tblVehicleEF	OBUS	2.13	0.63
tblVehicleEF	OBUS	6.8000e-005	5.7600e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	2.1400e-004
tblVehicleEF	OBUS	6.5000e-005	5.5200e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.9600e-004
tblVehicleEF	OBUS	2.1110e-003	2.6570e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.1000e-004	1.1650e-003
tblVehicleEF	OBUS	0.03	0.06
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.36	0.13
tblVehicleEF	OBUS	7.2800e-004	6.3900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9900e-004	2.1300e-004
tblVehicleEF	OBUS	2.1110e-003	2.6570e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	9.1000e-004	1.1650e-003
tblVehicleEF	OBUS	0.04	0.08
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.39	0.14
tblVehicleEF	OBUS	0.01	8.6710e-003
tblVehicleEF	OBUS	6.9570e-003	7.3440e-003
tblVehicleEF	OBUS	0.03	0.02

tblVehicleEF	OBUS	0.26	0.47
tblVehicleEF	OBUS	0.46	0.88
tblVehicleEF	OBUS	5.41	2.54
tblVehicleEF	OBUS	78.41	66.84
tblVehicleEF	OBUS	1,092.94	1,366.56
tblVehicleEF	OBUS	69.71	21.19
tblVehicleEF	OBUS	0.32	0.29
tblVehicleEF	OBUS	0.91	1.26
tblVehicleEF	OBUS	2.10	0.62
tblVehicleEF	OBUS	5.7000e-005	4.8900e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	2.1400e-004
tblVehicleEF	OBUS	5.4000e-005	4.6800e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.9600e-004
tblVehicleEF	OBUS	3.9250e-003	4.6820e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	1.7420e-003	2.2520e-003
tblVehicleEF	OBUS	0.03	0.06
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	7.6000e-004	6.3800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9200e-004	2.1000e-004
tblVehicleEF	OBUS	3.9250e-003	4.6820e-003
tblVehicleEF	OBUS	0.02	0.03

tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	1.7420e-003	2.2520e-003
tblVehicleEF	OBUS	0.04	0.08
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.38	0.14
tblVehicleEF	OBUS	0.01	8.5850e-003
tblVehicleEF	OBUS	6.8060e-003	7.2070e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	0.49
tblVehicleEF	OBUS	0.46	0.87
tblVehicleEF	OBUS	5.84	2.72
tblVehicleEF	OBUS	70.22	67.05
tblVehicleEF	OBUS	1,092.94	1,366.53
tblVehicleEF	OBUS	69.71	21.50
tblVehicleEF	OBUS	0.29	0.31
tblVehicleEF	OBUS	0.97	1.33
tblVehicleEF	OBUS	2.13	0.62
tblVehicleEF	OBUS	8.2000e-005	6.9700e-004
tblVehicleEF	OBUS	5.0070e-003	0.02
tblVehicleEF	OBUS	8.4500e-004	2.1400e-004
tblVehicleEF	OBUS	7.9000e-005	6.6700e-004
tblVehicleEF	OBUS	4.7740e-003	0.02
tblVehicleEF	OBUS	7.7700e-004	1.9600e-004
tblVehicleEF	OBUS	1.8300e-003	2.7860e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	8.3900e-004	1.2410e-003

tblVehicleEF	OBUS	0.03	0.06
tblVehicleEF	OBUS	0.05	0.31
tblVehicleEF	OBUS	0.36	0.13
tblVehicleEF	OBUS	6.8200e-004	6.4000e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9900e-004	2.1300e-004
tblVehicleEF	OBUS	1.8300e-003	2.7860e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	8.3900e-004	1.2410e-003
tblVehicleEF	OBUS	0.04	0.08
tblVehicleEF	OBUS	0.05	0.31
tblVehicleEF	OBUS	0.40	0.14
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tblVehicleEF	SBUS	0.01	6.8650e-003
tblVehicleEF	SBUS	0.06	8.0490e-003
tblVehicleEF	SBUS	7.82	3.40
tblVehicleEF	SBUS	0.60	0.57
tblVehicleEF	SBUS	6.53	1.09
tblVehicleEF	SBUS	1,137.52	372.28
tblVehicleEF	SBUS	1,098.11	1,106.71
tblVehicleEF	SBUS	54.55	6.95
tblVehicleEF	SBUS	9.42	3.42
tblVehicleEF	SBUS	4.31	4.61
tblVehicleEF	SBUS	12.32	0.72
tblVehicleEF	SBUS	9.5680e-003	3.6140e-003
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.6000e-005
tblVehicleEF	SBUS	9.1540e-003	3.4580e-003
tblVehicleEF	SBUS	2.6910e-003	2.6470e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	4.2000e-005
tblVehicleEF	SBUS	4.8460e-003	1.4760e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.93	0.41
tblVehicleEF	SBUS	2.2980e-003	7.3900e-004
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.36	0.05
tblVehicleEF	SBUS	0.01	3.5600e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5900e-004	6.9000e-005
tblVehicleEF	SBUS	4.8460e-003	1.4760e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.33	0.59
tblVehicleEF	SBUS	2.2980e-003	7.3900e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	0.82	0.09
tblVehicleEF	SBUS	0.01	6.9520e-003
tblVehicleEF	SBUS	0.05	6.7100e-003
tblVehicleEF	SBUS	7.71	3.36

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tblVehicleEF	SBUS	4.73	0.78
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tblVehicleEF	SBUS	12.29	0.71
tblVehicleEF	SBUS	8.0660e-003	3.0540e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.6000e-005
tblVehicleEF	SBUS	7.7170e-003	2.9220e-003
tblVehicleEF	SBUS	2.6910e-003	2.6470e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.3700e-004	4.2000e-005
tblVehicleEF	SBUS	8.7430e-003	2.5870e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.92	0.41
tblVehicleEF	SBUS	4.2770e-003	1.3760e-003
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.30	0.04
tblVehicleEF	SBUS	0.01	3.6540e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.2900e-004	6.4000e-005
tblVehicleEF	SBUS	8.7430e-003	2.5870e-003

tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.33	0.59
tblVehicleEF	SBUS	4.2770e-003	1.3760e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.01	0.06
tblVehicleEF	SBUS	0.33	0.04
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tblVehicleEF	SBUS	0.06	8.1930e-003
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tblVehicleEF	SBUS	0.60	0.57
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tblVehicleEF	SBUS	1,066.27	358.65
tblVehicleEF	SBUS	1,098.11	1,106.71
tblVehicleEF	SBUS	54.55	6.99
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tblVehicleEF	SBUS	0.01	4.3890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	4.7600e-004	4.6000e-005
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tblVehicleEF	SBUS	2.6910e-003	2.6470e-003
tblVehicleEF	SBUS	0.02	0.03
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tblVehicleEF	SBUS	4.2260e-003	1.3980e-003

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tblVehicleEF	SBUS	2.2070e-003	7.6500e-004
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6500e-004	6.9000e-005
tblVehicleEF	SBUS	4.2260e-003	1.3980e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.34	0.59
tblVehicleEF	SBUS	2.2070e-003	7.6500e-004
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tblVehicleEF	SBUS	0.41	0.05
tblVehicleEF	UBUS	1.44	3.04
tblVehicleEF	UBUS	0.08	0.03
tblVehicleEF	UBUS	7.89	23.58
tblVehicleEF	UBUS	14.42	1.90
tblVehicleEF	UBUS	1,799.80	1,641.14
tblVehicleEF	UBUS	153.89	23.35
tblVehicleEF	UBUS	4.15	0.30
tblVehicleEF	UBUS	12.31	0.23
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1620e-003

tblVehicleEF	UBUS	1.4590e-003	2.1000e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0490e-003
tblVehicleEF	UBUS	1.3420e-003	1.9300e-004
tblVehicleEF	UBUS	9.4280e-003	1.7930e-003
tblVehicleEF	UBUS	0.11	0.02
tblVehicleEF	UBUS	4.6810e-003	1.0930e-003
tblVehicleEF	UBUS	0.46	0.05
tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	1.13	0.10
tblVehicleEF	UBUS	9.6700e-003	6.3860e-003
tblVehicleEF	UBUS	1.8000e-003	2.3100e-004
tblVehicleEF	UBUS	9.4280e-003	1.7930e-003
tblVehicleEF	UBUS	0.11	0.02
tblVehicleEF	UBUS	4.6810e-003	1.0930e-003
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tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	1.23	0.11
tblVehicleEF	UBUS	1.44	3.04
tblVehicleEF	UBUS	0.08	0.02
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tblVehicleEF	UBUS	12.35	1.62
tblVehicleEF	UBUS	1,799.80	1,641.14
tblVehicleEF	UBUS	153.89	22.87
tblVehicleEF	UBUS	3.87	0.30
tblVehicleEF	UBUS	12.22	0.22

tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1620e-003
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tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0490e-003
tblVehicleEF	UBUS	1.3420e-003	1.9300e-004
tblVehicleEF	UBUS	0.02	3.1860e-003
tblVehicleEF	UBUS	0.13	0.02
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tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	1.03	0.09
tblVehicleEF	UBUS	9.6710e-003	6.3860e-003
tblVehicleEF	UBUS	1.7640e-003	2.2600e-004
tblVehicleEF	UBUS	0.02	3.1860e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	9.3920e-003	2.1760e-003
tblVehicleEF	UBUS	1.95	3.11
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	1.12	0.10
tblVehicleEF	UBUS	1.44	3.04
tblVehicleEF	UBUS	0.08	0.03
tblVehicleEF	UBUS	7.88	23.58
tblVehicleEF	UBUS	14.60	1.89
tblVehicleEF	UBUS	1,799.80	1,641.14

tblVehicleEF	UBUS	153.89	23.33
tblVehicleEF	UBUS	4.12	0.30
tblVehicleEF	UBUS	12.31	0.23
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1620e-003
tblVehicleEF	UBUS	1.4590e-003	2.1000e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0490e-003
tblVehicleEF	UBUS	1.3420e-003	1.9300e-004
tblVehicleEF	UBUS	8.6090e-003	1.8320e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	4.2750e-003	1.1470e-003
tblVehicleEF	UBUS	0.46	0.05
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	1.13	0.10
tblVehicleEF	UBUS	9.6700e-003	6.3860e-003
tblVehicleEF	UBUS	1.8030e-003	2.3100e-004
tblVehicleEF	UBUS	8.6090e-003	1.8320e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	4.2750e-003	1.1470e-003
tblVehicleEF	UBUS	1.94	3.11
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	1.24	0.11
tblVehicleTrips	CNW_TL	6.90	33.00
tblVehicleTrips	CNW_TTP	41.00	0.00

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tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	1.68	1.77
tblVehicleTrips	ST_TR	1.68	1.71
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	1.68	1.77
tblVehicleTrips	SU_TR	1.68	1.71
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	1.68	1.77
tblVehicleTrips	WD_TR	1.68	1.71

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					
2021	2.0154	5.2797	5.0699	0.0156	0.9954	0.1743	1.1697	0.3155	0.1626	0.4780	0.0000	1,423.8015	1,423.8015	0.1676	0.0000	1,427.9914
Maximum	**2.0154**	**5.2797**	**5.0699**	**0.0156**	**0.9954**	**0.1743**	**1.1697**	**0.3155**	**0.1626**	**0.4780**	**0.0000**	**1,423.8015**	**1,423.8015**	**0.1676**	**0.0000**	**1,427.9914**

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	2.0154	5.2797	5.0699	0.0156	0.7608	0.1743	0.9352	0.2286	0.1626	0.3912	0.0000	1,423.8010	1,423.8010	0.1676	0.0000	1,427.9909
Maximum	**2.0154**	**5.2797**	**5.0699**	**0.0156**	**0.7608**	**0.1743**	**0.9352**	**0.2286**	**0.1626**	**0.3912**	**0.0000**	**1,423.8010**	**1,423.8010**	**0.1676**	**0.0000**	**1,427.9909**

	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**	**23.57**	**0.00**	**20.05**	**27.52**	**0.00**	**18.16**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2021	4-30-2021	1.5461	1.5461
2	5-1-2021	7-31-2021	1.9105	1.9105
3	8-1-2021	9-30-2021	1.9349	1.9349
		Highest	1.9349	1.9349

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	2.2640	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Energy	0.0813	0.7390	0.6207	4.4300e-003		0.0562	0.0562		0.0562	0.0562	0.0000	3,623.8085	3,623.8085	0.1756	0.0479	3,642.4695
Mobile	0.4063	15.2524	5.1746	0.0871	3.5735	0.1737	3.7472	0.9702	0.1660	1.1362	0.0000	8,423.8567	8,423.8567	0.1520	0.0000	8,427.6553
Offroad	0.1972	1.5973	1.4776	4.2500e-003		0.0745	0.0745		0.0685	0.0685	0.0000	373.0116	373.0116	0.1206	0.0000	376.0276
Waste						0.0000	0.0000		0.0000	0.0000	110.3479	0.0000	110.3479	6.5214	0.0000	273.3823
Water						0.0000	0.0000		0.0000	0.0000	42.0595	425.7489	467.8084	4.3441	0.1070	608.2991
Total	**2.9487**	**17.5888**	**7.2871**	**0.0957**	**3.5735**	**0.3044**	**3.8779**	**0.9702**	**0.2908**	**1.2609**	**152.4074**	**12,846.4532**	**12,998.8607**	**11.3137**	**0.1549**	**13,327.8632**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.2640	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Energy	0.0788	0.7164	0.6018	4.3000e-003		0.0545	0.0545		0.0545	0.0545	0.0000	3,567.2790	3,567.2790	0.1733	0.0471	3,585.6366
Mobile	0.4063	15.2524	5.1746	0.0871	3.5735	0.1737	3.7472	0.9702	0.1660	1.1362	0.0000	8,423.8567	8,423.8567	0.1520	0.0000	8,427.6553
Offroad	0.1972	1.5973	1.4776	4.2500e-003		0.0745	0.0745		0.0685	0.0685	0.0000	373.0116	373.0116	0.1206	0.0000	376.0276
Waste						0.0000	0.0000		0.0000	0.0000	110.3479	0.0000	110.3479	6.5214	0.0000	273.3823
Water						0.0000	0.0000		0.0000	0.0000	33.6476	344.2238	377.8714	3.4755	0.0857	490.2819
Total	**2.9462**	**17.5663**	**7.2682**	**0.0956**	**3.5735**	**0.3027**	**3.8762**	**0.9702**	**0.2891**	**1.2592**	**143.9955**	**12,708.3986**	**12,852.3942**	**10.4428**	**0.1327**	**13,153.0131**

	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	**0.08**	**0.13**	**0.26**	**0.14**	**0.00**	**0.56**	**0.04**	**0.00**	**0.59**	**0.14**	**5.52**	**1.07**	**1.13**	**7.70**	**14.33**	**1.31**

3.0 Construction Detail

Construction Phase

Caprock Portrero Warehouse Beaumont with 2010 Mitigation - Riverside-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/1/2021	2/12/2021	5	10	
2	Grading	Grading	2/15/2021	4/4/2021	5	35	
3	Building Construction	Building Construction	4/5/2021	11/26/2021	5	170	
4	Paving	Paving	7/5/2021	11/26/2021	5	105	
5	Architectural Coating	Architectural Coating	7/5/2021	11/26/2021	5	105	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 12.07

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 866,880; Non-Residential Outdoor: 288,960; Striped Parking Area: 31,554 (Architectural Coating – sqft)

OffRoad Equipment

Caprock Portrero Warehouse Beaumont with 2010 Mitigation - Riverside-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	409.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	584.00	229.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	117.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 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					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0903**	**0.0102**	**0.1006**	**0.0497**	**9.4000e-003**	**0.0591**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

3.2 Site Preparation - 2021

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	3.9000e-004	2.6000e-004	2.8300e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8000	0.8000	2.0000e-005	0.0000	0.8004
Total	**3.9000e-004**	**2.6000e-004**	**2.8300e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8000**	**0.8000**	**2.0000e-005**	**0.0000**	**0.8004**

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					0.0407	0.0000	0.0407	0.0223	0.0000	0.0223	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0407**	**0.0102**	**0.0509**	**0.0223**	**9.4000e-003**	**0.0317**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

3.2 Site Preparation - 2021

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	3.9000e-004	2.6000e-004	2.8300e-003	1.0000e-005	8.5000e-004	1.0000e-005	8.6000e-004	2.3000e-004	1.0000e-005	2.3000e-004	0.0000	0.8000	0.8000	2.0000e-005	0.0000	0.8004
Total	**3.9000e-004**	**2.6000e-004**	**2.8300e-003**	**1.0000e-005**	**8.5000e-004**	**1.0000e-005**	**8.6000e-004**	**2.3000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**0.8000**	**0.8000**	**2.0000e-005**	**0.0000**	**0.8004**

3.3 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					
Fugitive Dust					0.1520	0.0000	0.1520	0.0630	0.0000	0.0630	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0734	0.8120	0.5404	1.0900e-003		0.0347	0.0347		0.0320	0.0320	0.0000	95.3662	95.3662	0.0308	0.0000	96.1373
Total	**0.0734**	**0.8120**	**0.5404**	**1.0900e-003**	**0.1520**	**0.0347**	**0.1867**	**0.0630**	**0.0320**	**0.0949**	**0.0000**	**95.3662**	**95.3662**	**0.0308**	**0.0000**	**96.1373**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0200e-003	0.0454	6.2600e-003	1.5000e-004	3.5300e-003	1.4000e-004	3.6600e-003	9.7000e-004	1.3000e-004	1.1000e-003	0.0000	14.6727	14.6727	9.0000e-004	0.0000	14.6951
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	1.5000e-003	1.0100e-003	0.0110	3.0000e-005	3.8500e-003	2.0000e-005	3.8700e-003	1.0200e-003	2.0000e-005	1.0400e-003	0.0000	3.1110	3.1110	7.0000e-005	0.0000	3.1128
Total	**2.5200e-003**	**0.0465**	**0.0173**	**1.8000e-004**	**7.3800e-003**	**1.6000e-004**	**7.5300e-003**	**1.9900e-003**	**1.5000e-004**	**2.1400e-003**	**0.0000**	**17.7837**	**17.7837**	**9.7000e-004**	**0.0000**	**17.8079**

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					0.0684	0.0000	0.0684	0.0283	0.0000	0.0283	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0734	0.8120	0.5404	1.0900e-003		0.0347	0.0347		0.0320	0.0320	0.0000	95.3661	95.3661	0.0308	0.0000	96.1372
Total	**0.0734**	**0.8120**	**0.5404**	**1.0900e-003**	**0.0684**	**0.0347**	**0.1031**	**0.0283**	**0.0320**	**0.0603**	**0.0000**	**95.3661**	**95.3661**	**0.0308**	**0.0000**	**96.1372**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0200e-003	0.0454	6.2600e-003	1.5000e-004	3.1000e-003	1.4000e-004	3.2400e-003	8.6000e-004	1.3000e-004	9.9000e-004	0.0000	14.6727	14.6727	9.0000e-004	0.0000	14.6951
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	1.5000e-003	1.0100e-003	0.0110	3.0000e-005	3.3100e-003	2.0000e-005	3.3400e-003	8.9000e-004	2.0000e-005	9.1000e-004	0.0000	3.1110	3.1110	7.0000e-005	0.0000	3.1128
Total	**2.5200e-003**	**0.0465**	**0.0173**	**1.8000e-004**	**6.4100e-003**	**1.6000e-004**	**6.5800e-003**	**1.7500e-003**	**1.5000e-004**	**1.9000e-003**	**0.0000**	**17.7837**	**17.7837**	**9.7000e-004**	**0.0000**	**17.8079**

3.4 Building Construction - 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					
Off-Road	0.1616	1.4817	1.4089	2.2900e-003		0.0815	0.0815		0.0766	0.0766	0.0000	196.8917	196.8917	0.0475	0.0000	198.0792
Total	**0.1616**	**1.4817**	**1.4089**	**2.2900e-003**		**0.0815**	**0.0815**		**0.0766**	**0.0766**	**0.0000**	**196.8917**	**196.8917**	**0.0475**	**0.0000**	**198.0792**

3.4 Building Construction - 2021

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	0.0464	1.8150	0.3492	4.9600e-003	0.1229	3.4700e-003	0.1264	0.0355	3.3200e-003	0.0388	0.0000	474.8938	474.8938	0.0362	0.0000	475.7995
Worker	0.2128	0.1434	1.5627	4.8800e-003	0.5456	3.2700e-003	0.5489	0.1449	3.0100e-003	0.1479	0.0000	441.2233	441.2233	0.0103	0.0000	441.4803
Total	**0.2593**	**1.9584**	**1.9119**	**9.8400e-003**	**0.6686**	**6.7400e-003**	**0.6753**	**0.1804**	**6.3300e-003**	**0.1867**	**0.0000**	**916.1172**	**916.1172**	**0.0465**	**0.0000**	**917.2798**

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	0.1616	1.4817	1.4089	2.2900e-003		0.0815	0.0815		0.0766	0.0766	0.0000	196.8915	196.8915	0.0475	0.0000	198.0790
Total	**0.1616**	**1.4817**	**1.4089**	**2.2900e-003**		**0.0815**	**0.0815**		**0.0766**	**0.0766**	**0.0000**	**196.8915**	**196.8915**	**0.0475**	**0.0000**	**198.0790**

3.4 Building Construction - 2021

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	0.0464	1.8150	0.3492	4.9600e-003	0.1090	3.4700e-003	0.1125	0.0321	3.3200e-003	0.0354	0.0000	474.8938	474.8938	0.0362	0.0000	475.7995
Worker	0.2128	0.1434	1.5627	4.8800e-003	0.4699	3.2700e-003	0.4732	0.1263	3.0100e-003	0.1293	0.0000	441.2233	441.2233	0.0103	0.0000	441.4803
Total	**0.2593**	**1.9584**	**1.9119**	**9.8400e-003**	**0.5789**	**6.7400e-003**	**0.5857**	**0.1584**	**6.3300e-003**	**0.1647**	**0.0000**	**916.1172**	**916.1172**	**0.0465**	**0.0000**	**917.2798**

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					
Off-Road	0.0659	0.6783	0.7693	1.2000e-003		0.0356	0.0356		0.0327	0.0327	0.0000	105.1233	105.1233	0.0340	0.0000	105.9733
Paving	0.0158					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0817**	**0.6783**	**0.7693**	**1.2000e-003**		**0.0356**	**0.0356**		**0.0327**	**0.0327**	**0.0000**	**105.1233**	**105.1233**	**0.0340**	**0.0000**	**105.9733**

3.5 Paving - 2021

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	3.3800e-003	2.2800e-003	0.0248	8.0000e-005	8.6600e-003	5.0000e-005	8.7100e-003	2.3000e-003	5.0000e-005	2.3500e-003	0.0000	6.9997	6.9997	1.6000e-004	0.0000	7.0037
Total	**3.3800e-003**	**2.2800e-003**	**0.0248**	**8.0000e-005**	**8.6600e-003**	**5.0000e-005**	**8.7100e-003**	**2.3000e-003**	**5.0000e-005**	**2.3500e-003**	**0.0000**	**6.9997**	**6.9997**	**1.6000e-004**	**0.0000**	**7.0037**

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	0.0659	0.6783	0.7693	1.2000e-003		0.0356	0.0356		0.0327	0.0327	0.0000	105.1232	105.1232	0.0340	0.0000	105.9731
Paving	0.0158					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0817**	**0.6783**	**0.7693**	**1.2000e-003**		**0.0356**	**0.0356**		**0.0327**	**0.0327**	**0.0000**	**105.1232**	**105.1232**	**0.0340**	**0.0000**	**105.9731**

3.5 Paving - 2021

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	3.3800e-003	2.2800e-003	0.0248	8.0000e-005	7.4500e-003	5.0000e-005	7.5100e-003	2.0000e-003	5.0000e-005	2.0500e-003	0.0000	6.9997	6.9997	1.6000e-004	0.0000	7.0037
Total	**3.3800e-003**	**2.2800e-003**	**0.0248**	**8.0000e-005**	**7.4500e-003**	**5.0000e-005**	**7.5100e-003**	**2.0000e-003**	**5.0000e-005**	**2.0500e-003**	**0.0000**	**6.9997**	**6.9997**	**1.6000e-004**	**0.0000**	**7.0037**

3.6 Architectural Coating - 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					
Archit. Coating	1.3759					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.0802	0.0954	1.6000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	13.4046	13.4046	9.2000e-004	0.0000	13.4276
Total	**1.3874**	**0.0802**	**0.0954**	**1.6000e-004**		**4.9400e-003**	**4.9400e-003**		**4.9400e-003**	**4.9400e-003**	**0.0000**	**13.4046**	**13.4046**	**9.2000e-004**	**0.0000**	**13.4276**

3.6 Architectural Coating - 2021

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	0.0263	0.0178	0.1934	6.0000e-004	0.0675	4.0000e-004	0.0679	0.0179	3.7000e-004	0.0183	0.0000	54.5974	54.5974	1.2700e-003	0.0000	54.6292
Total	**0.0263**	**0.0178**	**0.1934**	**6.0000e-004**	**0.0675**	**4.0000e-004**	**0.0679**	**0.0179**	**3.7000e-004**	**0.0183**	**0.0000**	**54.5974**	**54.5974**	**1.2700e-003**	**0.0000**	**54.6292**

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	1.3759					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.0802	0.0954	1.6000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	13.4046	13.4046	9.2000e-004	0.0000	13.4276
Total	**1.3874**	**0.0802**	**0.0954**	**1.6000e-004**		**4.9400e-003**	**4.9400e-003**		**4.9400e-003**	**4.9400e-003**	**0.0000**	**13.4046**	**13.4046**	**9.2000e-004**	**0.0000**	**13.4276**

3.6 Architectural Coating - 2021

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	0.0263	0.0178	0.1934	6.0000e-004	0.0582	4.0000e-004	0.0586	0.0156	3.7000e-004	0.0160	0.0000	54.5974	54.5974	1.2700e-003	0.0000	54.6292
Total	**0.0263**	**0.0178**	**0.1934**	**6.0000e-004**	**0.0582**	**4.0000e-004**	**0.0586**	**0.0156**	**3.7000e-004**	**0.0160**	**0.0000**	**54.5974**	**54.5974**	**1.2700e-003**	**0.0000**	**54.6292**

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	0.4063	15.2524	5.1746	0.0871	3.5735	0.1737	3.7472	0.9702	0.1660	1.1362	0.0000	8,423.8567	8,423.8567	0.1520	0.0000	8,427.6553
Unmitigated	0.4063	15.2524	5.1746	0.0871	3.5735	0.1737	3.7472	0.9702	0.1660	1.1362	0.0000	8,423.8567	8,423.8567	0.1520	0.0000	8,427.6553

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	495.00	495.00	495.00	2,990,988	2,990,988
Unrefrigerated Warehouse-No Rail	476.00	476.00	476.00	5,717,712	5,717,712
Total	971.00	971.00	971.00	8,708,700	8,708,700

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	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0
Unrefrigerated Warehouse-No	16.60	8.40	33.00	0.00	0.00	100.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
General Office Building	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Parking Lot	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Refrigerated Warehouse-No Rail	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,787.3949	2,787.3949	0.1584	0.0328	2,801.1181
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,819.3674	2,819.3674	0.1602	0.0331	2,833.2479
NaturalGas Mitigated	0.0788	0.7164	0.6018	4.3000e-003		0.0545	0.0545		0.0545	0.0545	0.0000	779.8841	779.8841	0.0150	0.0143	784.5186
NaturalGas Unmitigated	0.0813	0.7390	0.6207	4.4300e-003		0.0562	0.0562		0.0562	0.0562	0.0000	804.4412	804.4412	0.0154	0.0148	809.2216

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
General Office Building	69400	3.7000e-004	3.4000e-003	2.8600e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7035	3.7035	7.0000e-005	7.0000e-005	3.7255
Parking Lot	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
Refrigerated Warehouse-No Rail	1.4439e+007	0.0779	0.7078	0.5946	4.2500e-003		0.0538	0.0538		0.0538	0.0538	0.0000	770.5184	770.5184	0.0148	0.0141	775.0972
Unrefrigerated Warehouse-No Rail	566289	3.0500e-003	0.0278	0.0233	1.7000e-004		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003	0.0000	30.2193	30.2193	5.8000e-004	5.5000e-004	30.3989
Total		**0.0813**	**0.7390**	**0.6207**	**4.4400e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**	**0.0000**	**804.4412**	**804.4412**	**0.0154**	**0.0148**	**809.2216**

5.2 Energy by Land Use - NaturalGas

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
General Office Building	48580	2.6000e-004	2.3800e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5924	2.5924	5.0000e-005	5.0000e-005	2.6078
Parking Lot	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
Refrigerated Warehouse-No Rail	1.4167e+007	0.0764	0.6945	0.5834	4.1700e-003		0.0528	0.0528		0.0528	0.0528	0.0000	756.0042	756.0042	0.0145	0.0139	760.4968
Unrefrigerated Warehouse-No Rail	398913	2.1500e-003	0.0196	0.0164	1.2000e-004		1.4900e-003	1.4900e-003		1.4900e-003	1.4900e-003	0.0000	21.2875	21.2875	4.1000e-004	3.9000e-004	21.4140
Total		**0.0788**	**0.7164**	**0.6018**	**4.3000e-003**		**0.0545**	**0.0545**		**0.0545**	**0.0545**	**0.0000**	**779.8841**	**779.8841**	**0.0150**	**0.0143**	**784.5186**

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
General Office Building	190400	44.0828	2.5000e-003	5.2000e-004	44.2998
Parking Lot	184067	42.6165	2.4200e-003	5.0000e-004	42.8263
Refrigerated Warehouse-No Rail	1.11445e+007	2,580.2433	0.1466	0.0303	2,592.9466
Unrefrigerated Warehouse-No Rail	658346	152.4249	8.6600e-003	1.7900e-003	153.1753
Total		**2,819.3674**	**0.1602**	**0.0331**	**2,833.2479**

5.3 Energy by Land Use - Electricity

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
General Office Building	171980	39.8180	2.2600e-003	4.7000e-004	40.0141
Parking Lot	184067	42.6165	2.4200e-003	5.0000e-004	42.8263
Refrigerated Warehouse-No Rail	1.10557e+007	2,559.7046	0.1454	0.0301	2,572.3068
Unrefrigerated Warehouse-No Rail	627381	145.2558	8.2500e-003	1.7100e-003	145.9709
Total		**2,787.3949**	**0.1584**	**0.0328**	**2,801.1181**

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	2.2640	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Unmitigated	2.2640	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294

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	0.1376					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.1251					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3200e-003	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Total	**2.2640**	**1.3000e-004**	**0.0142**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0276**	**0.0276**	**7.0000e-005**	**0.0000**	**0.0294**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1376					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.1251					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3200e-003	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0276	0.0276	7.0000e-005	0.0000	0.0294
Total	**2.2640**	**1.3000e-004**	**0.0142**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0276**	**0.0276**	**7.0000e-005**	**0.0000**	**0.0294**

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	377.8714	3.4755	0.0857	490.2819
Unmitigated	467.8084	4.3441	0.1070	608.2991

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.9591	20.4729	1.1600e-003	2.4000e-004	20.5737
General Office Building	3.55467 / 2.17867	17.4482	0.1168	2.9300e-003	21.2393
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	64.5095 / 0	214.9437	2.1131	0.0519	283.2431
Unrefrigerated Warehouse-No Rail	64.5095 / 0	214.9437	2.1131	0.0519	283.2431
Total		**467.8084**	**4.3441**	**0.1070**	**608.2991**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.47359	19.2241	1.0900e-003	2.3000e-004	19.3187
General Office Building	2.84374 / 2.04577	14.7375	0.0935	2.3500e-003	17.7742
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	51.6076 / 0	171.9549	1.6905	0.0415	226.5945
Unrefrigerated Warehouse-No Rail	51.6076 / 0	171.9549	1.6905	0.0415	226.5945
Total		**377.8714**	**3.4755**	**0.0857**	**490.2819**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	110.3479	6.5214	0.0000	273.3823
Unmitigated	110.3479	6.5214	0.0000	273.3823

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.57	0.1157	6.8400e-003	0.0000	0.2867
General Office Building	18.6	3.7756	0.2231	0.0000	9.3540
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	262.22	53.2283	3.1457	0.0000	131.8708
Unrefrigerated Warehouse-No Rail	262.22	53.2283	3.1457	0.0000	131.8708
Total		**110.3479**	**6.5214**	**0.0000**	**273.3823**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.57	0.1157	6.8400e-003	0.0000	0.2867
General Office Building	18.6	3.7756	0.2231	0.0000	9.3540
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	262.22	53.2283	3.1457	0.0000	131.8708
Unrefrigerated Warehouse-No Rail	262.22	53.2283	3.1457	0.0000	131.8708
Total		**110.3479**	**6.5214**	**0.0000**	**273.3823**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	Electrical
Off-Highway Trucks	2	8.00	260	402	0.38	Diesel

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0591	0.5486	0.6000	7.9000e-004		0.0363	0.0363		0.0334	0.0334	0.0000	69.8315	69.8315	0.0226	0.0000	70.3961
Off-Highway Trucks	0.1381	1.0488	0.8776	3.4500e-003		0.0381	0.0381		0.0351	0.0351	0.0000	303.1801	303.1801	0.0981	0.0000	305.6315
Total	**0.1971**	**1.5973**	**1.4776**	**4.2400e-003**		**0.0745**	**0.0745**		**0.0685**	**0.0685**	**0.0000**	**373.0116**	**373.0116**	**0.1206**	**0.0000**	**376.0276**

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

Number of Trees	Broad Species Class	Default annual CO_2 accumulation per tree[1] (MT CO_2/ year)	CO_2 Sequestered per Tree[3] (MT/tree)	Total CO_2 Sequestered (MT)	Amortized over 30 Years
24	Mixed Hardwood	0.0367	0.734	17.616	0.5872
25	Miscellaneous2	0.0354	0.708	17.7	0.59
26	Miscellaneous2	0.0354	0.708	18.408	0.6136
22	Miscellaneous2	0.0354	0.708	15.576	0.5192
48	Miscellaneous2	0.0354	0.708	33.984	1.1328
75	Miscellaneous2	0.0354	0.708	53.1	1.77
88	Pine	0.0319	0.638	56.144	1.871466667
29	Miscellaneous2	0.0354	0.708	20.532	0.6844
11	Miscellaneous2	0.0354	0.708	7.788	0.2596
9	Miscellaneous2	0.0354	0.708	6.372	0.2124
31	Mixed Hardwood	0.0367	0.734	22.754	0.758466667
26	Mixed Hardwood	0.0367	0.734	19.084	0.636133333
			Total	289.058	9.635266667

Broad Species Class	Default annual CO_2 accumulation per tree[1] (MT CO_2/ year)
Aspen	0.0352
Soft Maple	0.0433
Mixed Hardwood	0.0367
Hardwood maple	0.0521
Juniper	0.0121
Cedar/larch	0.0264
Douglas fir	0.0447
True fir/Hemlock	0.0381
Pine	0.0319
Spruce	0.0227
Miscellaneous[2]	0.0354

1. IPCC's carbon (C) values converted to carbon dioxide (CO2) using ratio of molecular weights (44/12).
2. Average of all other broad species classes. To be assumed if tree type is not known.

Source: CalEEMod User's Guide, Appendix A

Growing Period: 20 years

*Growing Period based on the IPCC active growing period of 20 years, as specified in CalEEMod Appendix A, Section 11.2.

OFFROAD2017 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SC)
Calendar Year: 2022
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: OFFROAD2017 Equipment Types
Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

Region	CalYr	VehClass	MdlYr	HP_Bin	Fuel	HC_tpd	ROG_tpd	TOG_tpd	CO_tpd	NOx_tpd	CO2_tpd	PM10_tpd	PM2_5_tpd	PM_tpd	SOx_tpd	NH3_tpd	Fuel_gpy	Total_Activity_	Total_Popu	Horsepower_Hours_hhpy
Riverside (S	2022	TRU - Instate Genset TRU	Aggregated	Aggregated	Diesel	0.001067	0.001291	0.001536	0.02034	0.015098	0.415088	6.7596E-05	6.21883E-05	6.7596E-05	3.83143E-06	3.41062E-06	263.4828674	158729.8584	203.312	4999990.54
Riverside (S	2022	TRU - Instate Trailer TRU	Aggregated	Aggregated	Diesel	0.020959	0.025361	0.030182	0.312258	0.204062	4.807629	0.003227801	0.002969577	0.003227801	4.41183E-05	3.95024E-05	3051.708681	1221903.942	922.2731	41544734.02
Riverside (S	2022	TRU - Instate Truck TRU	Aggregated	Aggregated	Diesel	0.00278	0.003364	0.004003	0.027218	0.032643	0.653143	0.001324367	0.001218418	0.001324367	5.99574E-06	5.36662E-06	414.5916357	328809.3343	241.5939	4636211.613
																			1367.179	

g/hph

HC	ROG	TOG	CO	Nox	CO2	PM10	PM2_5	PM	Sox	NH3	Fuel_gphr
0.07066	0.085498	0.10175	1.347056	0.999864	27.48951	0.004476594	0.004118467	0.004476594	0.000253739	0.000225871	17449.344
0.167055	0.202137	0.240559	2.488822	1.626452	38.31871	0.025726852	0.023668704	0.025726852	0.00035164	0.00031485	24323.328
0.198542	0.240236	0.285901	1.943998	2.331463	46.64886	0.094589097	0.087021969	0.094589097	0.000428228	0.000383296	29611.008

Weighting

HC	ROG	TOG	CO	Nox	CO2	PM10	PM2_5	PM	Sox	NH3	Fuel_gphr
14.36598	17.38284	20.68702	273.8727	203.2842	5588.946	0.910145205	0.837333588	0.910145205	0.05158819	0.045922195	3547660.535
154.0705	186.4253	221.8615	2295.374	1500.033	35340.31	23.72718357	21.82900888	23.72718357	0.324308196	0.290377608	22432751.38
47.96665	58.03964	69.07197	469.6582	563.2673	11270.08	22.85215128	21.02397917	22.85215128	0.103457394	0.092601876	7153839.697
216.4031	261.8478	311.6205	3038.905	2266.584	52199.34	47.48948005	43.69032165	47.48948005	0.47935378	0.428901678	33134251.61
0.158284	0.191524	0.22793	2.222755	1.657855	38.18033	0.034735378	0.031956548	0.034735378	0.000350615	0.000313713	24235.48883

Trucks	119	
TRU HP	34	
Idling Time	1.22	hours
1 pound =	453.5924	grams

Source	ROG	NOX	CO	SO2	PM10	PM2.5	lbs/day CO2	MT/yr
Transport Refrigeration Uni	2.08	18.04	24.19	0.00	0.38	0.35	415.49	68.78887754

Based on aggregated Instate Trailer TRU emission rates obtained from OFFROAD2017 Version 1.0.1.

Based on 238 truck trips with TRUs per day. The project would generate 476 total daily truck trips. 50% of the warehouse spaces would be refrigerated, therefore, half of the truck trips are assumed to have TRUs. It should be noted that these are inbound and outbount trips.

Therefore, 238 truck trips would be made by 119 trucks with TRUs.

TRU time from CARB OFFROAD 2017 for Riverside County.

OFFROAD2017 (v1.0.1) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SC)
Calendar Year: 2022
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: OFFROAD2017 Equipment Types
Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

Region	CalYr	VehClass	MdlYr	HP_Bin	Total_Activity_hpy	Total_Population
Riverside (SC)	2022	TRU - Instate Genset TRU	Aggregated	50	158729.8584	203.3119718
Riverside (SC)	2022	TRU - Instate Trailer TRU	Aggregated	50	1221903.942	922.2731109
Riverside (SC)	2022	TRU - Instate Truck TRU	Aggregated	25	328809.3343	241.5939267
Riverside (SC)	2022	TRU - Instate Van TRU	Aggregated	25	11925.72715	8.762474026
Riverside (SC)	2022	TRU - Out-of-State Genset TRU	Aggregated	50	100020.0049	808.9358606
Riverside (SC)	2022	TRU - Out-of-State Trailer TRU	Aggregated	50	763295.1766	3637.792244
					2584684.043	5,823

Annual TRU Hours per Truck	443.90
Daily Hours per Truck	1.22