Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis

Coachella Airport Business Park Project

City of Coachella

Lead Agency:

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
BSFC	Brake Specific Fuel Consumption
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
Cf_4	tetrafluoromethane
C_2F_6	hexafluoroethane
C_2H_6	ethane
CH_4	Methane
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
City	City of Coachella
CPUC	California Public Utilities Commission
DPM	Diesel particulate matter
EPA	Environmental Protection Agency
ºF	Fahrenheit
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse gas
GWP	Global warming potential
HAP	Hazardous Air Pollutants
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change

kWhr	kilowatt-hour
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
MATES	Multiple Air Toxics Exposure Study
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MWh	Megawatt-hour
NAAQS	National Ambient Air Quality Standards
NO_x	Nitrogen oxides
NO_2	Nitrogen dioxide
O_3	Ozone
OPR	Office of Planning and Research
Pb	Lead
Pfc	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PPM	Parts per million
PPB	Parts per billion
PPT	Parts per trillion
RTIP	Regional Transportation Improvement Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SF_6	Sulfur Hexafluoride
SIP	State Implementation Plan
SO_x	Sulfur oxides
SSAB	Salton Sea Air Basin
TAC	Toxic air contaminants
UNFCCC	United Nations’ Framework Convention on Climate Change
VOC	Volatile organic compounds

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

This Air Quality, Energy, Greenhouse Gas (GHG) Emissions and Health Risk Assessment (HRA) Impact Analysis has been completed to determine the air quality, energy, GHG emissions and HRA impacts associated with the proposed Coachella Airport Business Park project (proposed project). The following is provided in this report:

- A description of the proposed project;
- A description of the atmospheric setting;
- A description of the criteria pollutants and GHGs;
- A description of the air quality regulatory framework;
- A description of the energy conservation regulatory framework;
- A description of the GHG emissions regulatory framework;
- A description of the air quality, energy, and GHG emissions thresholds including the California Environmental Quality Act (CEQA) significance thresholds;
- An analysis of the conformity of the proposed project with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP);
- An analysis of the short-term construction related and long-term operational air quality, energy, and GHG emissions impacts;
- An analysis of the cancer and non-cancer risks (acute and chronic) from operational TAC emissions; and
- An analysis of the conformity of the proposed project with all applicable energy and GHG emissions reduction plans and policies.

1.2 Site Locations and Study Area

The project site is located in the City of Coachella (City) located at northwest quadrant of State Route 86 and Airport Boulevard Interchange. The 42.69-acre project site is vacant. The project site is bounded by vacant land to the north, White Water River Coachella Valley Water District stormwater channel to the west, vacant land and State Route 86 to the east, and Airport Boulevard and a mobile home park to the south. The project local study area is shown in Figure 1.

Sensitive Receptors in Project Vicinity

The nearest sensitive receptors to the project site are mobile home park residences located across Airport Boulevard as near as 50 feet to the south of the project site. The nearest school is John Kelley Elementary School, which is located as near as 0.42 miles southwest of the project site and La Familia High School located as near as 0.43 miles southwest of the project site.

1.3 Proposed Project Description

The proposed project consists of development of a business park project that would include the following building types: Large Warehouses, Small Warehouses, Small Business, Personal Vehicle Storage, Self-Storage, and Retail comprised of a Service Station/Mini Mart and Fast Food Restaurant with Drive-Thru as shown in Table B.

Table A – Proposed Project Details

Proposed Building Type	Building Area (square feet)	Parking Stalls Required
Large Warehouse	233,100	263
Small Warehouse	96,000	126
Small Business	81,000	111
Personal Vehicle Storage	76,800	107
Self-Storage	128,600	2
Service Station/Mini Mart[1]	4,000	5
Fast Food Restaurant with Drive Thru[1]	4,650	54
Project Total	624,150	682[(2)]

Notes:
[1] The Mini Mart and Fast Food Restaurant with Drive Thru would be in a connecting structure.
[2] The proposed project is required to provide 668 parking stalls, however the project will provide 682 parking stalls.
Source: Project Applicant

The Service Station/Mini Mart and Fast-Food Restaurant with Drive-Thru are proposed to be developed at the southern end of the project site in concert with the proposed project's two primary access points along Airport Boulevard within close proximity to the SR-86 off ramp. Adjacent to the combined retail building to the north, will be the Small Business sector of the project site that will be comprised of 18 buildings for office and/or warehouse uses that are each 4,500 SF of leasable space. Beyond the Small Business area of the project site, to the west, will be the Personal Vehicle Storage area of the proposed project that will contain a total of four (4) hangar type buildings which are each 19,200 SF, and with a centralized courtyard-type green space between the buildings. The personal vehicle storage area will be designed for storage of automobile models and motorsport vehicles. The Self-Storage area of the proposed project will be located within the western central portion of the project site and be comprised of 17 buildings ranging in building footprints from 5,250 SF to 10,400 SF. The Small Warehouse area of the proposed project will be located within the eastern central portion of the project site and consist of five (5) warehouse buildings ranging from 9,600 SF to 24,000 SF. The Large Warehouse area of the proposed project will be located within the northern portion of the project site and consist of six (6) warehouses (two structures will consisted of connecting warehouses, which results in four total structures) ranging in footprints of 22,400 SF to 48,800 SF. Both the Large and Small Warehouse areas will be built to accommodate both logistical/distribution-related uses (i.e., fulfillment centers) and for cannabis.

The proposed project would also include 682 parking stalls. Primary project access will be provided along the southwestern frontage along Airport Boulevard. The proposed secondary access will be provided further east at the southeastern frontage along Airport Boulevard and will be used as emergency access. A roadway, varying in widths from 30 to 40-feet, will be constructed throughout the proposed project to serve as the central thoroughfare and allow for complete circumnavigation of the project site. The proposed site plan is shown in Figure 2.

1.4 Executive Summary

Standard Air Quality, Energy, and GHG Regulatory Conditions

The proposed project will be required to comply with the following regulatory conditions from the SCAQMD and State of California (State).

<u>South Coast Air Quality Management District Rules</u>

The following lists the SCAQMD rules that are applicable, but not limited to the proposed project.

- Rule 201 Permit to Construct – Required for all facilities that need an Air Quality Permit to operate (i.e., gas stations);
- Rule 203 Permit to Operate - Required for all facilities that need an Air Quality Permit to operate (i.e., gas stations);
- Rule 402 Nuisance – Controls the emissions of odors and other air contaminants;
- Rule 403 Fugitive Dust – Controls the emissions of fugitive dust;
- Rule 461 Gasoline Dispensing Facilities – Controls gas station emissions;
- Rules 1108 and 1108.1 Cutback and Emulsified Asphalt – Controls the VOC content in asphalt;
- Rule 1113 Architectural Coatings – Controls the VOC content in paints and solvents; and
- Rule 1143 Paint Thinners – Controls the VOC content in paint thinners.

<u>State of California Rules</u>

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to the proposed project.

- CCR Title 13, Article 4.8, Chapter 9, Section 2449 – In use Off-Road Diesel Vehicles;
- CCR Title 13, Section 2025 – On-Road Diesel Truck Fleets;
- CCR Title 24 Part 6 – California Building Energy Standards; and
- CCR Title 24 Part 11 – California Green Building Standards.

Summary of Analysis Results

The following is a summary of the proposed project's impacts with regard to the State CEQA Guidelines air quality, energy, and GHG emissions checklist questions.

<u>Conflict with or obstruct implementation of the applicable air quality plan?</u>

Less than significant impact.

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Less than significant impact.

Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact.

Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially significant impact. Mitigation Measure 1 has been provided to reduce this impact to less than significant levels.

Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;

Less than significant impact.

Conflict with or obstruct a state or local plan for renewable energy;

Less than significant impact.

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

Less than significant impact.

Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Less than significant impact.

1.5 Project Design Features Incorporated into the Proposed Project

This analysis was based on implementation of the following project design features that the project applicant has committed to implementing.

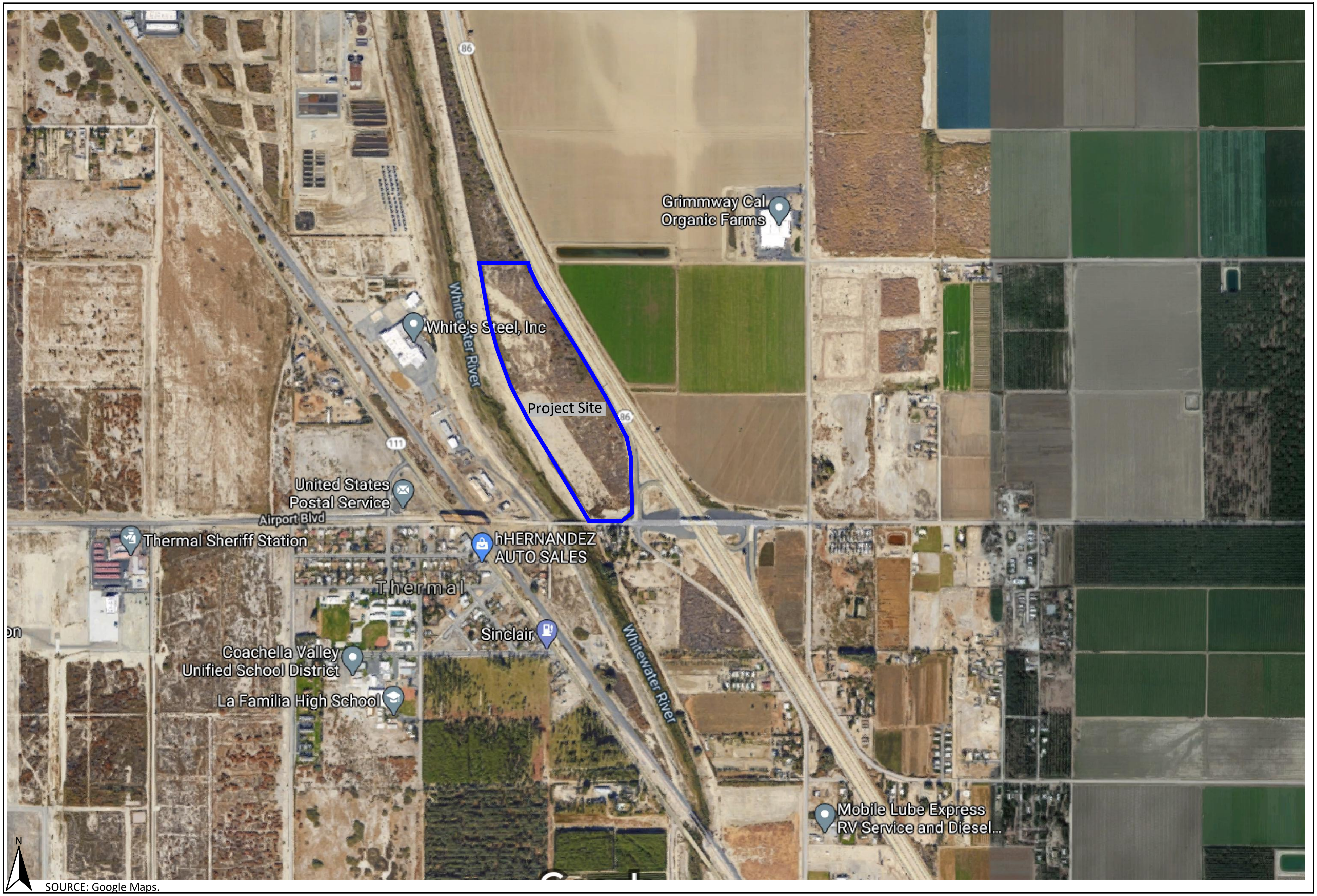
Project Design Feature 1:
All off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emission.

1.6 Mitigation Measures for the Proposed Project

This analysis found that implementation of the State and SCAQMD air quality, energy, and GHG emissions reductions regulations detailed in Section 1.4 above, through implementation of the Project Design Features detailed in Section 1.5 above as well as implementation of the following mitigation would limit criteria pollutants, toxic air contaminants, odors, and GHG emissions from the proposed project to less than significant levels.

Mitigation Measure 1

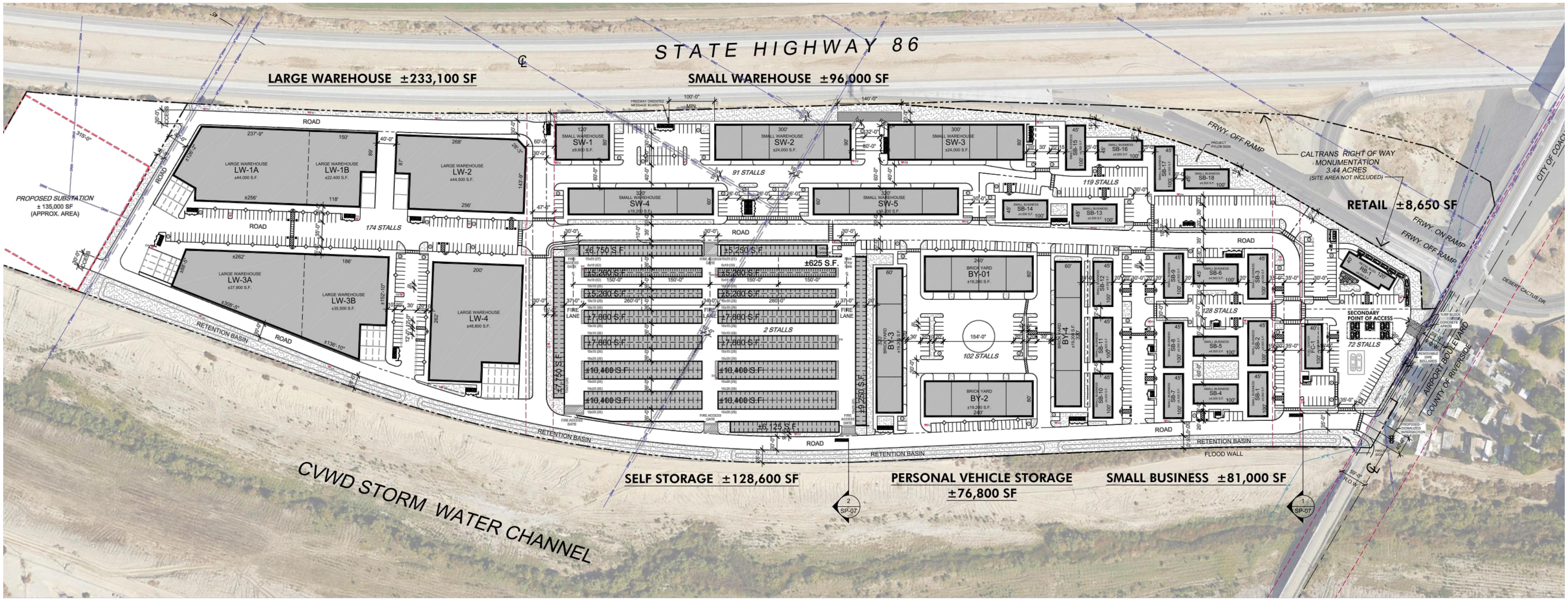
An Odor Management Plan shall be prepared and approved by the City's Building Department prior to the issuance of a certificate of occupancy for any commercial cannabis business that would be located within the proposed business park. The Odor Management Plan shall demonstrate that the emission of odors from the cannabis operations will be minimized through the use carbon filters, negative ion generators, air tight seals, and/or negative air pressure mechanical forced air systems.

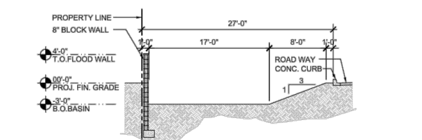


SOURCE: Google Maps.

VISTA ENVIRONMENTAL

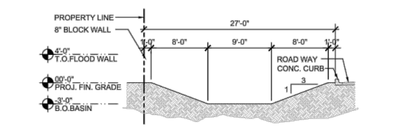
Figure 1
Project Local Study Area





1 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"



2 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"

FIRE DEPARTMENT NOTES:

Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (cfc) 507.5.1, 3312, Appendices B and C.

Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

Knox Box and Gate Access: Buildings shall be provided with a knox box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Manual gates shall also be provided with approved emergency access (Knox) equipmentRef. CFC 506.1

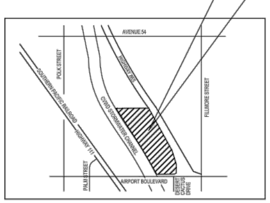
PROPOSED SITE PLAN

SCALE: 1" = 100'-0"

GRAPHIC SCALE

1 inch = 100' feet

N.W.C. OF STATE HWY. 86 &
AIRPORT BOULEVARD
COACHELLA, CALIFORNIA



VICINITY MAP

NOT TO SCALE

NORTH

PROJECT DATA

CLIENT:	HAAGEN CO., LLC
PROJECT LOCATION:	N.W.C. OF STATE HWY. 86 AND AIRPORT BOULEVARD COACHELLA, CA 92274
JURISDICTION:	CITY OF COACHELLA, CA
APN/S:	763-330-013, 018, 029
ZONING: EXISTING PROPOSED	M-H (HEAVY INDUSTRIAL) M-S (MANUFACTURING SERVICE) I-P (INDUSTRIAL PARK OVERLAY DIST.)
PROPOSED USE:	LARGE & SMALL WAREHOUSE, SMALL BUSINESS, SELF STORAGE, SERVICE STATION AND DRIVE THROUGH
BOUNDARY INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING THE CONSTRAINTS EXHIBIT BY THE ALTUM GROUP, DATED FEB. 15, 2018

SITE SUMMARY

SITE AREA

APN# 763-330-013	21.56 AC
APN# 763-330-018	9.62 AC
APN# 763-330-029	11.18 AC
TOTAL SITE AREA	42.36 AC

BUILDING DATA

PROPOSED BUILDING AREA

LARGE WAREHOUSE	±233,100 SF
SMALL WAREHOUSE	±96,000 SF
SMALL BUSINESS	±81,000 SF
PERSONAL VEHICLE STORAGE	±76,800 SF
SELF STORAGE	±128,600 SF
SERVICE STATION/ MINI MART	±4,000 SF
DRIVE-THRU FAST FOOD RESTAURANT	±4,650 SF
TOTAL BUILDING AREA	±624,150 SF
RETENTION BASIN	± SF

PARKING REQUIRED:

Restaurant w/ Drive Through (1/45 sf of Customer Area + 1/200 sf Non Customer Area)

Customer Area (±2,000 SF - 50%)		= 44.4	Stalls
Non Customer Area (±2,000 SF - 50%)		= 10	Stalls
Service Station		= 5	Stalls
Large Warehouse (237,200 sf)	20,000 sf	= 50	Stalls
	213,100 sf	= 213.1	Stalls
Small Warehouse (96,000 sf)	20,000 sf	= 50	Stalls
	76,000 sf	= 76	Stalls
Small Business (81,000 sf)	20,000 sf	= 50	Stalls
	61,000 sf	= 61	Stalls
Personal Vehicle Storage (76,800 sf)	20,000 sf	= 50	Stalls
	56,800 sf	= 56.8	Stalls
Self Storage Office (625 sf)		= 1.5	Stalls
GRAND TOTAL		667.8 Stalls or 668 Stalls	
TOTAL PARKING PROVIDED		686 Stalls	

BUILDING DATA

PROPOSED BUILDING HEIGHT

LARGE WAREHOUSE	±38' TO 50' HIGH
SMALL WAREHOUSE	±28' TO 32' HIGH
SMALL BUSINESS	±24' TO 28' HIGH
PERSONAL VEHICLE STORAGE	±24' TO 28' HIGH
SELF STORAGE	±24' TO 28' HIGH
RETAIL (GAS STATION & DRIVE THRU)	±24' TO 28' HIGH

BUILDING TYPE: TYPE V-B (FULLY SPRINKLERED)

NOTE:

1. FIRE HYDRANT TO BE LOCATED MAX. 300 FT. O.C. OR AS APPROVED BY RIVERSIDE COUNTY FIRE DEPARTMENT
2. PROPOSED FIRE HYDRANT LOCATION ON SITE ARE REPRESENTED BY FH SYMBOL
3. 43 FT. LENGTH TEMPLATE WAS USED TO ILLUSTRATE FIRE TRUCK PATH
4. MINIMUM TRUCK TURNING RADIUS ±30 FT.

SOURCE: McKently Malak Architecture.

Figure 2
Proposed Site Plan

2.0 AIR POLLUTANTS

Air pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

2.1 Criteria Pollutants and Ozone Precursors

The criteria pollutants consist of: ozone, NO_x, CO, SO_x, lead (Pb), and particulate matter (PM). The ozone precursors consist of NO_x and VOC. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants and ozone precursors.

Nitrogen Oxides

Nitrogen Oxides (NOx) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of NO_2 can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO_x are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NO_x and the pollutants formed from NO_x can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone is not usually emitted directly into the air, instead it is created by a chemical reaction between NOx and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Oxides

Sulfur Oxide (SOx) gases are formed when fuel containing sulfur, such as coal and oil is burned, as well as from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

Lead is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter

Particle matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. PM is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) that are also known as *Respirable Particulate Matter* are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) that are also known as *Fine Particulate Matter* have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Volatile Organic Compounds

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

VOC is not classified as a criteria pollutant, since VOCs by themselves are not a known source of adverse health effects. The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered toxic air contaminants (TACs). There are no separate health standards for VOCs as a group.

2.2 Other Pollutants of Concern

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. TACs is a term that is defined under the California Clean Air Act and consists of the same substances that are defined as Hazardous Air Pollutants (HAPs) in the Federal Clean Air Act. There are over 700 hundred different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different toxic air contaminants. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to *The California Almanac of Emissions and Air Quality 2013 Edition*, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important of which is DPM. DPM is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TAC in 1998 led the CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

The various pollutants within DPM that also cause acute and chronic health impacts are detailed below in Table B. Table B was developed through crosschecking all diesel emissions pollutants provided in San Diego Air Pollutant Control District's (SDAPCD) Diesel Fired Engines Emissions Factor Table to the list of acute and chronic reference exposure levels provided at: http://oehha.ca.gov/air/allrels.html.

According to the California Office of Environmental Health and Hazards Assessment (OEHHA), no acute risk had been found to be directly created from DPM, so there is no acute AREL assigned to DPM. However, as detailed in Table B, other TAC emissions associated with diesel exhaust do have an acute REL assigned to them. In order to account for the acute risk from all TAC emissions associated with diesel emissions, a hypothetical acute REL was calculated for DPM through multiplying each TAC with an acute REL to its diesel weight fraction and then adding together the results, which resulted in a hypothetical acute AREL of 2,189 for diesel emissions.

Table B – Diesel Emission Pollutants that Cause Acute and Chronic Health Impacts

TAC	TAC Potency Factors ($\mu g/m^3$)[1]		Percent of DPM Emission Rate[3]	Target Organ Systems
	Acute REL[2]	Chronic REL		
1,3-Butadiene	660	140	0.51%	Development
Acetaldehyde	470	140	1.84%	Eyes, respiratory system (sensory irritation)
Acrolein	2.5	0.35	0.08%	Eyes, respiratory system
Arsenic	0.2	0.015	0.004%	Reproductive/developmental, cardiovascular system, nervous system
Benzene	27	3	0.44%	Hematologic system, immune system, reproductive/developmental
Cadmium	--	0.02	0.004%	kidney, respiratory system
Chlorobenzene	--	1,000	0.0005%	Eyes, respiratory system
Chromium (hexavalent)	--	0.2	0.001%	Respiratory system, hematologic system
Copper	100	--	0.01%	Respiratory system
Ethyl benzene	--	5	0.03%	Liver, kidney, developmental
Formaldehyde	55	9	4.07%	Eyes, immune system, respiratory
Hexane	--	200	0.06%	Nervous system
Hydrogen Chloride	2,100	9	0.44%	Eyes, respiratory system
Manganese	--	0.09	0.01%	Nervous system
Mercury	0.6	0.03	0.005%	Reproductive/developmental
Naphthalene	--	9	0.05%	Respiratory system
Nickel	0.2	002	0.01%	Immune system, respiratory system
Propylene	--	3000	1.10%	Respiratory System
Selenium	--	20	0.01%	Liver, cardiovascular system, nervous system
Toluene	37000	300	0.25%	Nervous system, eyes, respiratory system, reproductive/developmental
Xylene	22000	700	0.10%	Eyes, nervous and respiratory systems
DPM	--	5	--	Respiratory system

Notes:
[1] Potency factors obtained from: http://www.oehha.ca.gov/risk/ChemicalDB/index.asp
[2] REL = Reference Exposure Level

[3] Percentage of DPM Emission Rate calculated by dividing the pollutant's pounds per 1,000 gallons rate by the PM2.5 pounds per 1,000 gallons rate provided by the SDAPCD
Sources: SDAPCD, 2011 and OEHHA, 2014.

Asbestos

Asbestos is listed as a TAC by CARB and as a HAP by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the *General Location Guide for Ultramafic Rocks in California*, prepared by the California Division of Mines and Geology, is located in Santa Barbara County. The nearest historic asbestos mine to the project site, as identified in the *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California,* prepared by U.S. Geological Survey, is located at Asbestos Mountain, which is approximately 100 miles east of the project site in the San Jacinto Mountains. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

3.0 GREENHOUSE GASES

3.1 Greenhouse Gases

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

Water Vapor

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

Carbon Dioxide

The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, each of these activities has increased in scale and distribution. CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC) indicates that concentrations were 379 ppm in 2005, an increase of more than 30 percent. Left unchecked, the IPCC projects that concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources. This could result in an average global temperature rise of at least two degrees Celsius or 3.6 degrees Fahrenheit.

Methane

CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs)). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N_2O is also commonly used as an aerosol spray propellant (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and race cars).

Chlorofluorocarbons

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6).

Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride

Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Aerosols

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

3.2 Global Warming Potential

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO_2. The GHGs listed by the IPCC and the CEQA Guidelines are discussed in this section in order of abundance in the atmosphere. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources. To simplify reporting and analysis, GHGs are commonly defined in terms of their GWP. The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO_2e. As such, the GWP of CO_2 is equal to 1. The GWP values used in this analysis are based on the 2007 IPCC Fourth Assessment Report, which are used in CARB's 2014 Scoping Plan Update and the CalEEMod Model Version 2016.3.2 and are detailed in Table C. The IPCC has updated the Global Warming Potentials of some gases in their Fifth Assessment Report, however the new values have not yet been incorporated into the CalEEMod model that has been utilized in this analysis.

Table C – Global Warming Potentials, Atmospheric Lifetimes and Abundances of GHGs

Gas	Atmospheric Lifetime (years)[1]	Global Warming Potential (100 Year Horizon)[2]	Atmospheric Abundance
Carbon Dioxide (CO_2)	50-200	1	379 ppm
Methane (CH_4)	9-15	25	1,774 ppb
Nitrous Oxide (N_2O)	114	298	319 ppb
HFC-23	270	14,800	18 ppt
HFC-134a	14	1,430	35 ppt
HFC-152a	1.4	124	3.9 ppt
PFC: Tetrafluoromethane (CF_4)	50,000	7,390	74 ppt
PFC: Hexafluoroethane (C_2F_6)	10,000	12,200	2.9 ppt
Sulfur Hexafluoride (SF_6)	3,200	22,800	5.6 ppt

Notes:

[1] Defined as the half-life of the gas.
[2] Compared to the same quantity of CO_2 emissions and is based on the Intergovernmental Panel On Climate Change (IPCC) 2007 standard, which is utilized in CalEEMod (Version 2016.3.2),that is used in this report (CalEEMod user guide: Appendix A).
Definitions: ppm = parts per million; ppb = parts per billion; ppt = parts per trillion
Source: IPCC 2007, EPA 2015

3.3 Greenhouse Gas Emissions Inventory

According to https://cdiac.ess-dive.lbl.gov/trends/emis/tre_glob_2014.html 9,855 million metric tons (MMT) of CO_2 equivalent (CO_2e) emissions were created globally in the year 2014. According to https://www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data the breakdown of global GHG emissions by sector consists of: 25 percent from electricity and heat production; 21 percent from industry; 24 percent from agriculture, forestry and other land use activities; 14 percent from transportation; 6 percent from building energy use; and 10 percent from all other sources of energy use.

According to *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2018,* prepared by EPA, April 13, 2020, in 2018 total U.S. GHG emissions were 6,676.6 million metric tons (MMT) of CO_2 equivalent (CO_2e) emissions. Total U.S. emissions have increased by 3.7 percent between 1990 and 2018, which is down from a high of 15.2 percent above 1990 levels in 2007. Emissions increased by 2.9 percent or 188.4 $MMTCO_2e$ between 2017 and 2018. The recent increase in GHG emissions was largely driven by an increase in CO_2 emissions from fossil fuel combustion, that was a result of multiple factors including greater heating and cooling needs due to a colder winter and hotter summer in 2018 compared to 2017.

According to https://www.arb.ca.gov/cc/inventory/data/data.htm the State of California created 424.1 $MMTCO_2e$ in 2017. The breakdown of California GHG emissions by sector consists of: 41 percent from transportation; 24 percent from industrial; 15 percent from electricity generation; 8 percent from agriculture; 7 percent from residential buildings; and 5 percent from commercial buildings. In 2017, GHG emissions were 5 $MMTCO_2e$ lower than 2016 levels, which is 7 $MMTCO_2e$ below the 2020 GHG limit of 431 $MMTCO_2e$ established by AB 32.

4.0 AIR QUALITY MANAGEMENT

The project site is located within the Coachella Valley portion of the Salton Sea Air Basin (SSAB). The air quality at the project site is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

4.1 Federal – United States Environmental Protection Agency

The Clean Air Act, first passed in 1963 with major amendments in 1970, 1977 and 1990, is the overarching legislation covering regulation of air pollution in the United States. The Clean Air Act has established the mandate for requiring regulation of both mobile and stationary sources of air pollution at the state and federal level. The Environmental Protection Agency (EPA) was created in 1970 in order to consolidate research, monitoring, standard-setting and enforcement authority into a single agency.

The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. NAAQS pollutants were identified using medical evidence and are shown below in Table D.

Table D – State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate	50 µg/m^3 / 24-hour 20 µg/m^3 / annual	150 µg/m^3 / 24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Matter (PM_{10})			pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 $\mu g/m^3$ / annual	35 $\mu g/m^3$ / 24-hour 12 $\mu g/m^3$ / annual	
Sulfates	25 $\mu g/m^3$ / 24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and (f) Property damage.
Lead	1.5 $\mu g/m^3$ / 30-day	0.15 $\mu g/m^3$ /3-month rolling	(a) Learning disabilities; and (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf .

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP. The CARB defines attainment as the category given to an area with no violations in the past three years. As indicated below in Table E, the SSAB has been designated by EPA for the national standards as a non-attainment area for ozone and PM10. Currently, the SSAB is in attainment with the national ambient air quality standards for CO, NO_2, SO_2, PM2.5, and lead.

Table E – South Coast Air Basin Attainment Status

Criteria Pollutant	Standard	Averaging Time	Designation[a)]	Attainment Date[b)]
1-Hour Ozone[c)]	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (revised deadline)
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone[d)]	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	8/3/2038
	NAAQS	2015 8-Hour (0.070 ppm)	Pending – Expect Nonattainment (Extreme)	Pending (beyond 2032)
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032

Criteria Pollutant	Standard	Averaging Time	Designation[a]	Attainment Date[b]
CO	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2[e]	NAAQS	2010 1-Hour (0.10 ppm)	Unclassifiable/ Attainment	N/A (attained)
	NAAQS	1971 Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---
SO_2[f]	NAAQS	2010 1-Hour (75 ppb)	Designations Pending (expect Unclassifiable/ Attainment)	N/A (attained)
	NAAQS	1971 24-Hour (0.14 ppm) 1971 Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (attained)
PM10	NAAQS	1987 24-hour (150 µg/m^3)	Attainment (Maintenance)[g]	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5[h]	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m^3)	Attainment (final determination pending)	8/24/2016 (attained 2013)
	NAAQS	2012 Annual (12.0 µg/m^3)	Nonattainment (Moderate)	12/31/2021
	CAAQS	Annual (12.0 µg/m^3)	Nonattainment	N/A
Lead[i]	NAAQS	2008 3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial) (Attainment determination requested)	12/31/2015

Source: SCAQMD, February 2016

Notes:

a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable

b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration

c) The 1979 1-hour O_3 standard (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard and therefore has some continuing obligations with respect to the revoked standard

d) The 2008 8-hour ozone NAAQS (0.075 ppm) was revised to 0.070 ppm. Effective 12/28/15 with classifications and implementation goals to be finalized by 10/1/17; the 1997 8-hour O_3 NAAQS (0.08 ppm) was revoked in the 2008 O_3 implementation rule, effective 4/6/15;there are continuing obligations under the revoked 1997 and revised 2008 O_3 until they are attained.

e) New NO_2 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO_2 standard retained

f) The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.

g) Annual PM10 standard was revoked, effective December 18, 2006; 24-hour PM10 NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM10 maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.

h) The attainment deadline for the 2006 24-Hour PM2.5 NAAQS was 12/31/15 for the former “moderate” classification; EPA approved reclassification to “serious”, effective 2/12/16 with an attainment deadline of 12/31/19; the 2012 (proposal year) annual PM2.5 NAAQS was revised on 1/15/13, effective 3/18/13, from 15 to 12 µg/m^3; new annual designations were final 1/15/15, effective 4/15/15; on July 25, 2016 EPA finalized a determination that the Basin attained the 1997 annual (15.0 µg/m^3) and 24-hour PM2.5 (65 µg/m^3) NAAQS, effective August 24, 2016

i) Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect to remain in attainment based on current monitoring data; attainment re-designation request pending.

In 2015, one or more stations in the Air Basin exceeded the most current federal standards on a total of 146 days (40 percent of the year), including: 8-hour ozone (113 days over 2015 ozone NAAQS), 24-hour PM2.5 (30 days, including near-road sites; 25 days for ambient sites only), PM10 (2 days), and NO_2 (1 day).

Despite substantial improvement in air quality over the past few decades, some air monitoring stations in the Air Basin still exceed the NAAQS for ozone more frequently than any other area in the United States. Seven of the top 10 stations in the nation most frequently exceeding the 2015 8-hour ozone NAAQS in 2015 were located within the Air Basin, including stations in San Bernardino, Riverside, and Los Angeles Counties (SCAQMD, 2016).

PM2.5 levels in the Air Basin have improved significantly in recent years. By 2013 and again in 2014 and 2015, there were no stations measuring PM2.5 in the Air Basin that violated the former 1997 annual PM2.5 NAAQS (15.0 $\mu g/m^3$) for the 3-year design value period. On July 25, 2016 the EPA finalized a determination that the Basin attained the 1997 annual (15.0 $\mu g/m^3$) and 24-hour PM2.5 (65 $\mu g/m^3$) NAAQS, effective August 24, 2016. Of the 17 federal PM2.5 monitors at ambient stations in the Air Basin for the 2013-2015 period, five stations had design values over the current 2012 annual PM2.5 NAAQS (12.0 $\mu g/m^3$), including: Mira Loma (Air Basin maximum at 14.1 $\mu g/m^3$), Rubidoux, Fontana, Ontario, Central Los Angeles, and Compton. For the 24-hour PM2.5 NAAQS (35.0 $\mu g/m^3$) there were 14 stations in the Air Basin in 2015 that had one or more daily exceedances of the standard, with a combined total of 25 days over that standard in the Air Basin. While it was previously anticipated that the Air Basin's 24-hour PM2.5 NAAQS would be attained by 2015, this did not occur based on the data for 2013 through 2015. The higher number of days exceeding the 24-hour PM2.5 NAAQS over what was expected is largely attributed to the severe drought conditions over this period that allowed for more stagnant conditions in the Air Basin with multi-day buildups of higher PM2.5 concentrations. This was caused by the lack of storm-related dispersion and rain-out of PM and its precursors (SCAQMD, 2016).

The Air Basin is currently in attainment for the federal standards for SO_2, CO, $NO_{2,}$ and PM10. The Air Basin is designated as partial nonattainment for lead and is based on two source specific monitors in Vernon and in the City of Industry that are both near battery recycling facilities. The 2012 Lead SIP for Los Angeles County provides measures to meet attainment of lead by December 31, 2015. Current monitoring data shows that lead is now below the standards at all monitoring stations, however it will take three years of meeting the standards before Los Angeles County can request to be re-designated by the EPA. While the concentration level of the 1-hour NO_2 federal standard (100 ppb) was exceeded in the Air Basin for one day in 2015 (Long Beach- Hudson Station), the NAAQS NO_2 design value has not been exceeded. Therefore, the Air Basin remains in attainment of the NO_2 NAAQS (SCAQMD, 2016).

4.2 State – California Air Resources Board

The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CAAQS for criteria pollutants are shown above in Table D. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The SSAB has been designated by the CARB as a non-attainment area for ozone and PM10. Currently, the SSAB is in attainment with the ambient air quality standards for CO, $NO_{2,}$ SO_2, PM2.5, lead, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to all warehouse projects in the State.

Assembly Bill 2588

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release in California. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

CARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the California Air Resources Board (CARB) adopted California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 to reduce diesel particulate matter (DPM) and NOx emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NOx emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirement making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). Currently, no commercial operation in California may add any equipment to their fleet that has a Tier 0 or Tier 1 engine. By January 1, 2018 medium and large fleets will be restricted from adding Tier 2 engines to their fleets and by January 2023, no commercial operation will be allowed to add Tier 2 engines to their fleets. It should be noted that commercial fleets may continue to use their existing Tier 0 and 1 equipment, if they can demonstrate that the average emissions from their entire fleet emissions meet the NOx emissions targets.

CARB Resolution 08-43 for On-Road Diesel Truck Fleets

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4 Final) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. By January 1, 2014, 50 percent of a truck fleet is required to have installed Best Available Control Technology (BACT) for NOx emissions and 100 percent of a truck fleet installed BACT for PM10 emissions. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California. All on-road diesel trucks utilized during construction of the proposed project will be required to comply with Resolution 08-43.

4.3 Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the SSAB. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. The *Final 2016 Air Quality Management Plan* (2016 AQMP) was adopted by the SCAQMD Board on March 3, 2016 and was adopted by CARB on March 23, 2017 for inclusion into the California State Implementation Plan (SIP). The 2016 AQMP was prepared in order to meet the following standards:

- 8-hour Ozone (75 ppb) by 2032
- Annual PM2.5 (12 µg/m^3) by 2021-2025
- 8-hour Ozone (80 ppb) by 2024 (updated from the 2007 and 2012 AQMPs)
- 1-hour Ozone (120 ppb) by 2023 (updated from the 2012 AQMP)
- 24-hour PM2.5 (35 µg/m^3) by 2019 (updated from the 2012 AQMP)

In addition to meeting the above standards, the 2016 AQMP also includes revisions to the attainment demonstrations for the 1997 8-hour ozone NAAQS and the 1979 1-hour ozone NAAQS. The prior 2012 AQMP was prepared in order to demonstrate attainment with the 24-hour PM2.5 standard by 2014 through adoption of all feasible measures. The prior 2007 AQMP demonstrated attainment with the 1997 8-hour ozone (80 ppb) standard by 2023, through implementation of future improvements in control techniques and technologies. These "black box" emissions reductions represent 65 percent of the remaining NOx emission reductions by 2023 in order to show attainment with the 1997 8-hour ozone NAAQS. Given the magnitude of these needed emissions reductions, additional NOx control measures have been provided in the 2016 AQMP.

The 2016 AQMP provides a new approach that focuses on available, proven and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities to promote reductions in GHG emissions and TAC emissions as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the SSAB. Instead, this is controlled through local jurisdictions in accordance to the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues the *CEQA Air Quality Handbook* (SCAQMD CEQA Handbook), prepared by SCAQMD, 1993, with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs detailed in the AQMPs. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The SCAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the SSAB, and adverse impacts will be minimized.

The following lists the SCAQMD rules that are applicable but not limited to all land development projects in the SSAB.

Rule 201 – Permit to Construct

Rule 201 requires that a permit to construct be obtained prior to start of construction activities for all facilities that need to obtain an Air Quality Permit from the SCAQMD to operate, which includes gas stations.

Rule 203 – Permit to Operate

Rule 201 requires that a permit to operate be obtained prior to start of operational activities for all facilities that need to obtain an Air Quality Permit from the SCAQMD to operate, which includes gas stations.

Rule 402 - Nuisance

Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 402 will reduce local air quality and odor impacts to nearby sensitive receptors.

Rule 403- Fugitive Dust

Rule 403 governs emissions of fugitive dust during construction activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity, if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures, which include but are not limited to the measures below. Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors.

- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving project site.
- Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all track out at the end of each workday.
- Water all exposed areas on active sites at least three times per day and pre-water all areas prior to clearing and soil moving activities.
- Apply nontoxic chemical stabilizers according to manufacturer specifications to all construction areas that will remain inactive for 10 days or longer.
- Pre-water all material to be exported prior to loading, and either cover all loads or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.

- Replant all disturbed area as soon as practical.
- Suspend all grading activities when wind speeds (including wind gusts) exceed 25 miles per hour.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.

Rules 461 – Gasoline Dispensing Facilities

Rule 461 governs the operation of gasoline stations and requires that all underground storage tanks are equipped with a "CARB certified" enhanced vapor recovery system, all fill tubes are equipped with vapor tight caps, all dry breaks are equipped with vapor tight seals, a spill box shall be installed to capture any gasoline spillage, and all equipment is required to be properly maintained per CARB regulations. All gasoline dispensing units are required to be equipped with a "CARB certified" vapor recovery system, the dispensing system components all maintain vapor and liquid tight connections at all times and the breakaway coupling shall be equipped with a poppet valve that shall close when coupling is separated. Rule 461 also provides several additional requirements including detailed maintenance, testing, reporting, and recordkeeping requirements for all gas stations.

Rules 1108 and 1108.1 – Cutback and Emulsified Asphalt

Rules 1108 and 1108.1 govern the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt. This rule regulates the VOC contents of asphalt used during construction as well as any on-going maintenance during operations. Therefore, all asphalt used during construction and operation of the proposed project must comply with SCAQMD Rules 1108 and 1108.1.

Rule 1113 – Architectural Coatings

Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

Rule 1143 – Paint Thinners

Rule 1143 governs the sale, use, and manufacturing of paint thinners and multi-purpose solvents that are used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations. This rule regulates the VOC content of solvents used during construction. Solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1143.

Rule 1401 – New Source Review of Toxic Air Contaminants

Rule 1401 specifies cancer risk limits and noncancer acute and chronic limits that may be created from new permitted sources of toxic air contaminant emissions, which includes gasoline dispensing facilities. This rule requires the quantification of the cancer risk created by the proposed gasoline dispensing facility, which is provided in Section 10.4 of this Report

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. SCAG has prepared the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), adopted April, 2016 to address GHG reduction targets for passenger vehicles and light duty truck sources, and the *2019 Federal Transportation Improvement* Program (FTIP), adopted September 2018, which addresses regional development and growth forecasts and provides an air quality conformance analysis to demonstrate compliance with federal air quality standards. Although the RTP/SCS and FTIP are primarily planning documents for future transportation projects a key component of these plans is to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service, as a way to reduce vehicular emissions. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The RTP/SCS, FTIP, and AQMP are based on growth forecasts based on regional socio-economic modeling by SCAG and land use designations originating within the City and County General Plans.

4.4 Local – City of Coachella

Local jurisdictions, such as the City of Coachella, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMPs. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

5.0 ENERGY CONSERVATION MANAGEMENT

The regulatory setting related to energy conservation is primarily addressed through State and City regulations, which are discussed below.

5.1 State

Energy conservation management in the State was initiated by the 1974 Warren-Alquist State Energy Resources Conservation and Development Act that created the California Energy Resource Conservation and Development Commission (currently named California Energy Commission [CEC]), which was originally tasked with certifying new electric generating plants based on the need for the plant and the suitability of the site of the plant. In 1976 the Warren-Alquist Act was expanded to include new restrictions on nuclear generating plants, that effectively resulted in a moratorium of any new nuclear generating plants in the State. The following details specific regulations adopted by the State in order to reduce the consumption of energy.

California Code of Regulations (CCR) Title 20

On November 3, 1976 the CEC adopted the *Regulations for Appliance Efficiency Standards Relating to Refrigerators, Refrigerator-Freezers and Freezers and Air Conditioners,* which were the first energy-efficiency standards for appliances. The appliance efficiency regulations have been updated several times by the Commission and the most current version is the *2016 Appliance Efficiency Regulations*, adopted January 2017 and now includes almost all types of appliances and lamps that use electricity, natural gas as well as plumbing fixtures. The authority for the CEC to control the energy-efficiency of appliances is detailed in California Code of Regulations (CCR), Title 20, Division 2, Chapter 4, Article 4, Sections 1601-1609.

California Code of Regulations (CCR) Title 24, Part 6

The CEC is also responsible for implementing the CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24 Part 6) that were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. In 2008 the State set an energy-use reduction goal of zero-net-energy use of all new homes by 2020 and the CEC was mandated to meet this goal through revisions to the Title 24, Part 6 regulations.

The Title 24 standards are updated on a three-year schedule and since 2008 the standards have been incrementally moving to the 2020 goal of the zero-net-energy use. On January 1, 2020 the 2019 standards went into effect, that have been designed so that the average new home built in California will now use zero-net-energy and that non-residential buildings will use about 30 percent less energy than the 2016 standards due mainly to lighting upgrades. The 2019 standards also encourage the use of battery storage and heat pump water heaters, require the more widespread use of LED lighting, as well as improve the building's thermal envelope through high performance attics, walls and windows. The 2019 standards also require improvements to ventilation systems by requiring highly efficient air filters to trap hazardous air particulates as well as improvements to kitchen ventilation systems.

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 11: *California Green Building Standards* (CalGreen) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The CalGreen Building

Standards are also updated every three years and the current version is the 2019 California Green Building Standard Code that become effective on January 1, 2020.

The CALGreen Code contains requirements for construction site selection; storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CALGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles, which reduces pollutant emissions.

Some of the notable changes in the 2019 CALGreen Code over the prior 2016 CALGreen Code include: an alignment of building code engineering requirements with the national standards that include anchorage requirements for solar panels, provides design requirements for buildings in tsunami zones, increases Minimum Efficiency Reporting Value (MERV) for air filters from 8 to 13, increased electric vehicle charging requirements in parking areas, and sets minimum requirements for use of shade trees.

Senate Bill 100

Senate Bill 100 (SB 100) was adopted September 2018 and requires that by December 1, 2045 that 100 percent of retail sales of electricity to be generated from renewable or zero-carbon emission sources of electricity. SB 100 supersedes the renewable energy requirements set by SB 350, SB 1078, SB 107, and SB X1-2. SB 100 codified the interim renewable energy thresholds from the prior Bills of: 33 percent by 2020, 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030.

Executive Order B-48-18 and Assembly Bill 2127

The California Governor issued Executive Order B-48-18 on January 26, 2018 that orders all state entities to work with the private sector to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025. Currently there are approximately 350,000 electric vehicles operating in California, which represents approximately 1.5 percent of the 24 million vehicles total currently operating in California. Implementation of Executive Order B-48-18 would result in approximately 20 percent of all vehicles in California to be zero emission electric vehicles. Assembly Bill 2127 (AB 2127) was codified into statute on September 13, 2018 and requires that the California Energy Commission working with the State Air Resources Board prepare biannual assessments of the statewide electric vehicle charging infrastructure needed to support the levels of zero emission vehicle adoption required for the State to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030.

Assembly Bill 1109

California Assembly Bill 1109 (AB 1109) was adopted October 2007, also known as the Lighting Efficiency and Toxics Reduction Act, prohibits the manufacturing of lights after January 1, 2010 that contain levels of hazardous substances prohibited by the European Union pursuant to the RoHS Directive. AB 1109 also requires reductions in energy usage for lighting and is structured to reduce lighting electrical consumption by: (1) At least 50 percent reduction from 2007 levels for indoor residential lighting; and (2) At least 25 percent reduction from 2007 levels for indoor commercial and all outdoor lighting by 2018. AB 1109 would reduce GHG emissions through reducing the amount of electricity required to be generated by fossil fuels in California.

5.2 Local - City of Coachella

The City of Coachella General Plan, Natural Environments, adopted April 22, 2015, provides an Energy Resources that details the following goals and policies.

Goal 2	**Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources.**
Policy 2.1	**Community development–subdivisions**. When reviewing applications for new Community development–subdivisions. When reviewing applications for n
Policy 2.2	**Passive solar design**. Require new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.
Policy 2.3	**Alternative energy**. Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.
Policy 2.4	**Community Choice Aggregation**. Work with nearby local and regional agencies to develop a community choice aggregation system in order to secure alternative energy supply contracts for the community.
Policy 2.5	**Construction standards**. Consider and evaluate new construction practices and standards that increase building energy efficiency.
Policy 2.6	**Energy performance targets – new construction**. Require new construction to exceed Title 24 energy efficiency standards by 15 percent and incorporate solar photovoltaics.
Policy 2.7	**Energy performance targets – existing buildings**. When existing buildings undergo major retrofits, require the buildings to exceed Title 24 energy efficiency standards by 15 percent and encourage solar photovoltaics.
Policy 2.8	**Renewable energy–open space areas**. Allow the installation of renewable energy systems in areas zoned for open space.
Policy 2.9	**Energy-efficient street lighting**. Implement a program to install the latest energy-efficient technologies for street and parking lot lights to meet City and state standards.
Policy 2.10	**New industries**. Actively promote the City as a place for renewable energy generation, and a place for energy conservation businesses to locate.
Policy 2.11	**Publicly funded buildings**. Require energy conservation as the primary strategy to reduce energy demand in new and renovation projects using public funds.
Policy 2.12	**Solar access**. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.
Policy 2.13	**Use of passive open space**. Allow renewable energy projects in areas zoned for open space, where consistent with other uses and values.
Policy 2.14	**Public buildings**. Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.

6.0 GLOBAL CLIMATE CHANGE MANAGEMENT

The regulatory setting related to global climate change is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for global climate change regulations are discussed below.

6.1 International

In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. The parties of the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries, the objective of reducing their collective GHG emissions by five percent below 1990 levels by 2012. The Kyoto Protocol has been ratified by 182 countries, but has not been ratified by the United States. It should be noted that Japan and Canada opted out of the Kyoto Protocol and the remaining developed countries that ratified the Kyoto Protocol have not met their Kyoto targets. The Kyoto Protocol expired in 2012 and the amendment for the second commitment period from 2013 to 2020 has not yet entered into legal force. The Parties to the Kyoto Protocol negotiated the Paris Agreement in December 2015, agreeing to set a goal of limiting global warming to less than 2 degrees Celsius compared with pre-industrial levels. The Paris Agreement has been adopted by 195 nations with 147 ratifying it, including the United States by President Obama, who ratified it by Executive Order on September 3, 2016. On June 1, 2017, President Trump announced that the United States is withdrawing from the Paris Agreement, however the Paris Agreement is still legally binding by the other remaining nations.

Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere—CFCs, halons, carbon tetrachloride, and methyl chloroform—were to be phased out, with the first three by the year 2000 and methyl chloroform by 2005.

6.2 Federal – United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for implementing federal policy to address global climate change. The Federal government administers a wide array of public-private partnerships to reduce U.S. GHG intensity. These programs focus on energy efficiency, renewable energy, methane, and other non-CO_2 gases, agricultural practices and implementation of technologies to achieve GHG reductions. EPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO2 and other greenhouse gases as pollutants under the federal Clean Air Act (CAA).

In response to the FY2008 Consolidations Appropriations Act (H.R. 2764; Public Law 110-161), EPA proposed a rule on March 10, 2009 that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of GHG Rule was signed and published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. This rule requires suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to EPA.

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These actions did not impose any requirements on industry or other entities, however, since 2009 the EPA has been providing GHG emission standards for vehicles and other stationary sources of GHG emissions that are regulated by the EPA. On September 13, 2013 the EPA Administrator signed 40 CFR Part 60, that limits emissions from new sources to 1,100 pounds of CO_2 per MWh for fossil fuel-fired utility boilers and 1,000 pounds of CO_2 per MWh for large natural gas-fired combustion units.

On August 3, 2015, the EPA announced the Clean Power Plan, emissions guidelines for U.S. states to follow in developing plans to reduce GHG emissions from existing fossil fuel-fired power plants (Federal Register Vol. 80, No. 205, October 23 2015). On October 11, 2017, the EPA issued a formal proposal to repeal the Clean Power Plan and on June 19, 2019 the EPA replaced the Clean Power Plan with the Affordable Clean Energy rule that is anticipated to lower power sector GHG emissions by 11 million tons by the year 2030.

6.3 State

The California Air Resources Board (CARB) has the primary responsible for implementing state policy to address global climate change, however there are State regulations related to global climate change that affect a variety of State agencies. CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both the federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2008, CARB approved a Climate Change Scoping Plan that proposes a “comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health” (CARB 2008). The Climate Change Scoping Plan has a range of GHG reduction actions which include direct regulations; alternative compliance mechanisms; monetary and non-monetary incentives; voluntary actions; market-based mechanisms such as a cap-and-trade system. In 2014, CARB approved the First Update to the Climate Change Scoping Plan (CARB, 2014) that identifies additional strategies moving beyond the 2020 targets to the year 2050. On December 14, 2017 CARB adopted the California’s 2017 Climate Change Scoping Plan, November 2017 (CARB, 2017) that provides specific statewide policies and measures to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 2030 and the aspirational 2050 GHG reduction target of 80 percent below 1990 levels by 2050. In addition, the State has passed the following laws directing CARB to develop actions to reduce GHG emissions, which are listed below in chronological order, with the most current first.

Executive Order N-79-20

The California Governor issued Executive Order N-79-20 on September 23, 2020 that requires all new passenger cars and trucks and commercial drayage trucks sold in California to be zero-emissions by the year 2035 and all medium- heavy-duty vehicles (commercial trucks) sold in the state to be zero-emission by 2045 for all operations where feasible. Executive Order N-79-20 also requires all off-road vehicles and equipment to transition to 100 percent zero-emission equipment, where feasible by 2035.

California Code of Regulations (CCR) Title 24, Part 6

The Title 24 Part 6 standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the Title 24 Part 6 building standards would also reduce GHG emissions, since energy usage is the primary source of human generated GHG emissions.

California Code of Regulations (CCR) Title 24, Part 11

The CalGreen Building standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the CalGreen Building standards would also reduce GHG emissions, since energy usage is the primary source of human generated GHG emissions.

Senate Bill 100

SB 100 requires that by December 1, 2045 that 100 percent of retail sales of electricity to be generated from renewable or zero-carbon emission sources of electricity and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order B-48-18 and Assembly Bill 2127

Executive Order B-48-18 and AB 2127 provides measures to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025 and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order B-30-15, Senate Bill 32 and Assembly Bill 197

The California Governor issued Executive Order B-30-15 on April 29, 2015 that aims to reduce California's GHG emissions 40 percent below 1990 levels by 2030. This executive order aligns California's GHG reduction targets with those of other international governments, such as the European Union that set the same target for 2030 in October, 2014. This target will make it possible to reach the ultimate goal of reducing GHG emissions 80 percent under 1990 levels by 2050 that is based on scientifically established levels needed in the U.S.A to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. Assembly Bill 197 (AB 197) (September 8, 2016) and Senate Bill 32 (SB 32) (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in Executive Order B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Executive Order B-29-15

The California Governor issued Executive Order B-29-15 on April 1, 2015 and directed the State Water Resources Control Board to impose restrictions to achieve a statewide 25% reduction in urban water usage and directed the Department of Water Resources to replace 50 million square feet of lawn with drought tolerant landscaping through an update to the State's Model Water Efficient Landscape Ordinance. The Ordinance also requires installation of more efficient irrigation systems, promotion of greywater usage and onsite stormwater capture, and limits the turf planted in new residential landscapes to 25 percent of the total area and restricts turf from being planted in median strips or in parkways unless the parkway is next to a parking strip and a flat surface is required to enter and exit vehicles. Executive Order B-29-15 would reduce GHG emissions associated with the energy used to transport and filter water.

Assembly Bill 341 and Senate Bills 939 and 1374

Senate Bill 939 (SB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills. Assembly Bill 341 (AB 341) was adopted in 2011 and builds upon the waste reduction measures of SB 939 and 1374, and sets a new target of a 75 percent reduction in solid waste generated by the year 2020.

Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 in order to support the State's climate action goals to reduce GHG emissions from transportation sources through coordinated regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires CARB to set regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established targets for 2020 and 2035 for each Metropolitan Planning Organizations (MPO) within the State. It was up to each MPO to adopt a sustainable communities strategy (SCS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP) to meet CARB's 2020 and 2035 GHG emission reduction targets. These reduction targets are required to be updated every eight years and the most current targets are detailed at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets, which provides GHG emissions reduction targets for SCAG of 8 percent by 2020 and 19 percent by 2035.

The *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), adopted by SCAG April, 2016 provides a 2020 GHG emission reduction target of 8 percent and a 2035 GHG emission reduction target of 18 percent for emissions from passenger vehicles and light duty trucks. SCAG will need to develop additional strategies in its next revision of the RTP/SCS in order to meet CARB's new 19 percent GHG emission reduction target for 2035. CARB is also charged with reviewing SCAG's RTP/SCS for consistency with its assigned targets.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS. However, new provisions of CEQA incentivize, through streamlining and other provisions, qualified projects that are consistent with an approved SCS and categorized as "transit priority projects."

Assembly Bill 1109

AB 1109 requires reductions in energy usage for lighting and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order S-1-07

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

In 2009 CARB approved the proposed regulation to implement the LCFS. The standard was challenged in the courts, but has been in effect since 2011 and was re-approved by the CARB in 2015. The LCFS is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. The LCFS is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet annually. Reformulated gasoline mixed with corn-derived ethanol and low-sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel. Compressed natural gas and liquefied natural gas also may be low-carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles, are also considered as low-carbon fuels.

Senate Bill 97

Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the State CEQA guidelines that addresses GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporated GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

- Climate Action Plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the GHG emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR

encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.

- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of GHG emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports must specifically consider a project's energy use and energy efficiency potential.

Assembly Bill 32

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

In 2007 CARB released the calculated Year 1990 GHG emissions of 431 million metric tons of CO2e ($MMTCO_2e$). The 2020 target of 431 $MMTCO_2e$ requires the reduction of 78 $MMTCO_2e$, or approximately 16 percent from the State's projected 2020 business as usual emissions of 509 $MMTCO_2e$ (CARB, 2014). Under AB 32, CARB was required to adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 cap by 2020. Early measures CARB took to lower GHG emissions included requiring operators of the largest industrial facilities that emit 25,000 metric tons of CO_2 in a calendar year to submit verification of GHG emissions by December 1, 2010. The CARB Board also approved nine discrete early action measures that include regulations affecting landfills, motor vehicle fuels, refrigerants in cars, port operations and other sources, all of which became enforceable on or before January 1, 2010.

CARB's Scoping Plan that was adopted in 2009, proposes a variety of measures including: strengthening energy efficiency and building standards; targeted fees on water and energy use; a market-based cap-and-trade system; achieving a 33 percent renewable energy mix; and a fee regulation to fund the program. The 2014 update to the Scoping Plan identifies strategies moving beyond the 2020 targets to the year 2050.

The Cap and Trade Program established under the Scoping Plan sets a statewide limit on sources responsible for 85 percent of California's GHG emissions, and has established a market for long-term investment in energy efficiency and cleaner fuels since 2012.

Executive Order S-3-05

In 2005 the California Governor issued Executive Order S 3-05, GHG Emission, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels;
- 2020: Reduce greenhouse gas emissions to 1990 levels;
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the Executive Order, the secretary of CalEPA created the California Climate Action Team (CAT), made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of businesses, local governments, and communities and through State incentive and regulatory programs. The State achieved its first goal of reducing GHG emissions to 2000 levels by 2010.

Assembly Bill 1493

California Assembly Bill 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted on July 22, 2002 and required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2004, CARB approved the “Pavley I” regulations limiting the amount of GHGs that may be released from new passenger automobiles that are being phased in between model years 2009 through 2016. These regulations will reduce GHG emissions by 30 percent from 2002 levels by 2016. In June 2009, the EPA granted California the authority to implement GHG emission reduction standards for light duty vehicles, in September 2009, amendments to the Pavley I regulations were adopted by CARB and implementation of the “Pavley I” regulations started in 2009.

The second set of regulations “Pavley II” was developed in 2010, and is being phased in between model years 2017 through 2025 with the goal of reducing GHG emissions by 45 percent by the year 2020 as compared to the 2002 fleet. The Pavley II standards were developed by linking the GHG emissions and formerly separate toxic tailpipe emissions standards previously known as the “LEV III” (third stage of the Low Emission Vehicle standards) into a single regulatory framework. The new rules reduce emissions from gasoline-powered cars as well as promote zero-emissions auto technologies such as electricity and hydrogen, and through increasing the infrastructure for fueling hydrogen vehicles. In 2009, the U.S. EPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks and sport utility vehicles and these GHG emissions standards are currently being implemented nationwide. However, EPA has performed a midterm evaluation of the longer-term standards for model years 2022-2025, and based on the findings of this midterm evaluation, the EPA has proposed to amend the corporate average fuel economy (CAFE) and GHG emissions standards for light vehicles for model years 2021 through 2026. The EPA’s proposed amendments do not include any extension of the legal waiver granted to California by the 1970 Clean Air Act and which has allowed the State to set tighter standards for vehicle pipe emissions than the EPA standards. On September 20, 2019, California filed suit over the EPA decision to revoke California’s legal waiver that has been joined by 22 other states.

6.4 Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California

Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The SCAQMD is also responsible for GHG emissions for projects where it is the lead agency. However, for other projects in the SCAB where it is not the lead agency, it is limited to providing resources to other lead agencies in order to assist them in determining GHG emission thresholds and GHG reduction measures. In order to assist local agencies with direction on GHG emissions, the SCAQMD organized a Working Group, which is described below.

SCAQMD Working Group

Since neither CARB nor the OPR has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that either provides a quantitative annual thresholds of 3,500 $MTCO_2e$ for residential uses, 1,400 $MTCO_2e$ for commercial uses, 3,000 $MTCO_2e$ for mixed uses, and 10,000 $MTCO_2e$ for industrial uses.

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April, 2016 and the *2015 Federal Transportation Improvement* Program (FTIP), adopted October 2013, which addresses regional development and growth forecasts. Although the RTP/SCS and FTIP are primarily planning documents for future transportation projects a key component of these plans are to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The RTP/SCS, FTIP, and AQMP are based on projections originating within the City and County General Plans.

6.5 Local – City of Coachella

In June 2014, the City adopted the *Climate Action Public Draft City of Coachella* (CAP). The CAP builds on the 2013 General Plan Update by quantifying emissions from buildout of the General Plan and includes additional policies and implementation actions to help the City further reduce emissions. The CAP establishes emissions reduction targets in in order to meet the statewide emissions targets provided in Executive Order S-03-5 that require GHG emissions to be reduced to 1990 levels by 2020 and reduced to 80 percent below 1990 levels by 2050. The CAP establishes service population reduction targets of 15 percent below year 2010 levels by year 2020 and 49 percent below year 2010 levels by year 2035. The 2035 target was determined by linear projection of the 2020 target (15 percent below 2010 levels) and the 2050 target (80 percent below 1990 levels). The CAP was developed in order to be utilized as a tiering document for the streamlined review of project-level GHG emissions under CEQA for development projects within the City. The CEQA review process within the CAP has four primary compliance paths, which include:

- Ministerial and CEQA exempt projects;
- Projects that demonstrate application of the City's Climate-Ready Development Standards;
- Projects that apply a set of custom GHG mitigation measures and meet the City's performance targets; or
- Projects that pay an in-lieu fee.

7.0 ATMOSPHERIC SETTING

The project site is located within the Coachella Valley portion of the Salton Sea Air Basin (SSAB). The SSAB is bounded by the San Jacinto Mountains to the west and the eastern boundary or the Coachella Valley to the east. The Valley is impacted by transport of pollutants (primarily ozone) from coastal air basins to the west and locally generated particulate matter (PM). The mountains surrounding the region isolate the Valley from coastal influences and create a hot and drying low-lying desert. As the desert heats up it draws cooler coastal air through the narrow San Gorgonio Pass, generating strong and sustained winds.

Each year, winter rains cause erosion of adjacent mountains, and water run-off produces substantial deposits of gravel and sand through the major drainage areas in the Valley. During the spring months and at other times of the year, persistent and strong winds suspend and transport large quantities of sand and dust southeast through the center of the Valley, reducing visibility, damaging property, and constitute a significant health threat.

This process effectively combines water and wind erosion to generate a wide range of sand and very fine dust. Sometimes referred as "blowsand", this natural sand migration produces particulate matter (PM) in two ways: (1) by direct particle erosion and fragmentation (natural PM), and (2) by secondary effects, such as sand deposits on road surfaces that can be ground into PM by moving vehicles, and re-suspended in the air by those vehicles (manmade PM).

The temperature and precipitation levels for Desert Resorts Station, which is the nearest weather station to the project site with historical data is shown below in Table F. Table F shows that August is typically the warmest month and December is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table F – Monthly Climate Data

Month	Average Maximum Temperature (°F)	Average Minimum Temperature (°F)	Average Total Precipitation (inches)
January	70.8	38.5	0.52
February	74.6	42.6	0.50
March	79.8	48.4	0.32
April	86.6	55.0	0.07
May	94.0	62.7	0.04
June	102.5	69.2	0.01
July	106.7	75.8	0.17
August	105.5	75.2	0.27
September	101.1	68.6	0.32
October	91.2	57.3	0.15
November	78.6	44.7	0.28
December	70.7	37.7	0.31
Annual	**88.5**	**56.3**	**2.96**

Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca8892

In relation to other areas in Southern California, the Coachella Valley, has good air quality. However, in the past few decades, noticeable deterioration of air quality has occurred due to increased development and population growth, traffic, construction activity, and various site disturbances. It is apparent that although air pollution is emitted from various sources in the Coachella Valley, substantial degradation of air quality may be attributed primarily to sources outside the Valley.

7.3 Monitored Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. Estimates of the existing emissions in the Air Basin provided in the 2012 AQMP, indicate that collectively, mobile sources account for 59 percent of the VOC, 88 percent of the NOx emissions and 40 percent of directly emitted PM2.5, with another 10 percent of PM2.5 from road dust. The 2016 AQMP found that since 2012 AQMP projections were made stationary source VOC emissions have decreased by approximately 12 percent, but mobile VOC emissions have increased by 5 percent. The percentage of NOx emissions remain unchanged between the 2012 and 2016 projections.

The SCAQMD has designated the Coachella Valley as its unique air-monitoring area (Monitoring Area 30). Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the project site have been used: Indio-Jackson Station (Indio Station) and Palm Springs- Fire Station (Palm Springs Station).

The Indio Station, which is located approximately 6.5 miles northwest of the project site at 46990 Jackson St, Indio and the Palm Springs Station is located approximately 27.3 miles northwest of the project site at 590 Racquet Club Ave, Palm Springs. The monitoring data is presented in Table G and shows the most recent three years of monitoring data from CARB. Ozone, PM2.5, and PM10 were measured at Indio Station and NO_2, was measured at the Palm Springs Station. CO measurements have not been provided, since CO is currently in attainment in the Air Basin and monitoring of CO within the Air Basin ended on March 31, 2013.

Ozone

The State 1-hour concentration standard for ozone has been exceeded between 4 and 8 days each year over the past three years at the Indio Station. The State 8-hour ozone standard has been exceeded between 47 and 52 days each year over the past three years at the Indio Station. The Federal 8-hour ozone standard has been exceeded between 15 and 28 days each year over the past three years at the Indio Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of Southern California contribute to the ozone levels experienced at this monitoring station, with the more significant areas being those directly upwind.

Nitrogen Dioxide

The Palm Springs Station did not record an exceedance of either the Federal or State 1-hour NO_2 standards for the last three years.

Table G – Local Area Air Quality Monitoring Summary

Pollutant (Standard)	Year[1] 2017	2018	2019
Ozone: [1]			
Maximum 1-Hour Concentration (ppm)	0.107	0.106	0.103
Days > CAAQS (0.09 ppm)	**8**	**4**	**4**
Maximum 8-Hour Concentration (ppm)	0.093	0.091	0.087
Days > NAAQS (0.070 ppm)	**27**	**28**	**15**
Days > CAAQs (0.070 ppm)	**47**	**52**	**47**
Nitrogen Dioxide: [2]			
Maximum 1-Hour Concentration (ppb)	42.5	42.6	41.4
Days > NAAQS (100 ppb)	0	0	0
Days > CAAQS (180 ppb)	0	0	0
Inhalable Particulates (PM10) :[1]			
Maximum 24-Hour National Measurement (ug/m^3)	198.6	336.0	141.9
Days > NAAQS (150 ug/m^3)	**1**	**2**	0
Days > CAAQS (50 ug/m^3)	**10**	**14**	**4**
Annual Arithmetic Mean (AAM) (ug/m^3)	34.8	34.8	28.5
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	**Yes**
Ultra-Fine Particulates (PM2.5):[1]			
Maximum 24-Hour National Measurement (ug/m^3)	18.8	28.7	15.0
Days > NAAQS (35 ug/m^3)	0	0	0
Annual Arithmetic Mean (AAM) (ug/m^3)	ND	8.3	7.3
Annual > NAAQS and CAAQS (12 ug/m^3)	ND	No	No

Notes: Exceedances are listed in **bold.** CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.
[1] Data obtained from the Indio Station.
[2] Data obtained from the Palm Springs Station.
Source: http://www.arb.ca.gov/adam/

Particulate Matter

The State 24-hour concentration standard for PM10 did record an exceedance of four to fourteen days at the Indio Station for the past three years. In two of the past three years the Federal 24-hour standard for PM10 did record an exceedance of one to two at the Indio Station. The annual PM10 concentration at the Indio Station has exceeded the State standard for all of the past three years and has not exceeded the Federal standard for the past three years.

Over the past three years the federal 24-hour concentration standard for PM2.5 has not been exceeded at the Indio Station. The annual PM2.5 concentrations at the Indio Station has been exceeded the State standards two of the past three years. There does not appear to be a noticeable trend for PM10 or PM2.5

in either maximum particulate concentrations or days of exceedances in the area. Particulate levels in the area are due to natural sources, grading operations, and motor vehicles.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

7.4 Toxic Air Contaminant Levels in the Air Basin

In order to determine the Air Basin-wide risks associated with major airborne carcinogens, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES) studies. According to the SCAQMD's MATES-IV study, the project site has an estimated cancer risk of 397 per million persons chance of cancer. In comparison, the average cancer risk for the Air Basin is 991 per million persons, which is based on the use of age-sensitivity factors detailed in the OEHHA Guidelines (OEHHA, 2015).

In order to provide a perspective of risk, it is often estimated that the incidence in cancer over a lifetime for the U.S. population ranges between 1 in 3 to 4 and 1 in 3, or a risk of about 300,000 per million persons. The MATES-III study referenced a Harvard Report on Cancer Prevention, which estimated that of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures that includes hazardous air pollutants.

8.0 MODELING PARAMETERS AND ASSUMPTIONS

8.1 CalEEMod Model Input Parameters

The criteria air pollution and GHG emissions impacts created by the proposed project have been analyzed through use of CalEEMod Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for the Salton Sea Air Basin portion of Riverside County for employee, vendor and haul truck vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy equipment operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour.

The project characteristics in the CalEEMod model were set to a project location of the Salton Sea Air Basin portion of Riverside County, a Climate Zone of 10, and utility company of Imperial Irrigation District. The CalEEMod model was run for both opening year of 2025 and business-as-usual 2010 conditions.

Land Use Parameters

The proposed project consists of development of a business park project that would include the following building types: Large Warehouses, Small Warehouses, Small Business, Personal Vehicle Storage, Self-Storage, and Retail comprised of a Service Station/Mini Mart and Fast Food Restaurant with Drive-Thru. The proposed project would also include onsite roads and driveways and parking lots that would include a total of 682 parking spaces. The proposed project's land use parameters that were entered into the CalEEMod model are shown in Table H.

Table H – CalEEMod Land Use Parameters

Proposed Land Use	Land Use Subtype in CalEEMod	Land Use Size[1]	Lot Acreage[2]	Building/Paving[3] (square feet)
Large Warehouses, Small Warehouses, Personal Vehicle Storage, Small Businesses	Industrial Park	486.90 TSF	23.03	486,900
Self-Storage	Unrefrigerated Warehouse No Rail	128.60 TSF	6.30	128,600
Service Station/Mini Mart	Convenience Market with Gas Pumps	10 VFP	0.06	4,000
Fast Food Restaurant with Drive-Thru	Fast Food Restaurant with Drive Thru	4.65 TSF	0.23	4,650
Onsite Roads, Driveways, Parking Lots	Parking Lot	682 PS	12.73	274,400

Notes:
[1] TSF = Thousand Square Feet; VFP = Vehicle Fueling Position; PS = Parking Space
[2] Lot acreage calculated based on the total project site of 42.36-acres.
[3] Building/Paving square feet represent area where architectural coatings will be applied. Paved area based on CalEEMod default values.

Electricity Emission Factors

The default CalEEMod emission factors for Imperial Irrigation District (from the CEC's year 2008 data) are as follows:

- Carbon dioxide: 1,271 pounds per megawatt-hour

- Methane: 0.029 pounds per megawatt-hour
- Nitrous oxide: 0.006 pounds per megawatt-hour

According to the *Climate Action Plan Public* Draft (CAP) prepared for the City of Coachella, June 2014, in the year 2010 the Imperial Irrigation District's electricity emission factors are as follows:

- Carbon dioxide: 1,181.61 pounds per megawatt-hour
- Methane: 0.029 pounds per megawatt-hour
- Nitrous oxide: 0.011 pounds per megawatt-hour

According to page 39 of the CAP, by the year 2020 the Imperial Irrigation District's electricity emission factors will decline by 26.3 percent over the 2010 emission factors and would result in a 33 percent renewable portfolio standard as required by SB 107. This results in the following emission factors for the year 2020:

- Carbon dioxide: 870.85 pounds per megawatt-hour
- Methane: 0.021 pounds per megawatt-hour
- Nitrous oxide: 0.008 pounds per megawatt-hour

According to SB 100, by December 31, 2024, the Imperial Irrigation District is required to provide 40 percent of the electricity provided from renewable energy resources, which would result in an additional 7 percent reduction over the year 2020 emission factors (i.e., 40% – 33% =7%). This results in the following emission factors for the opening year 2025 for the proposed project that were entered into CalEEMod:

- Carbon dioxide: 809.89 pounds per megawatt-hour
- Methane: 0.020 pounds per megawatt-hour
- Nitrous oxide: 0.008 pounds per megawatt-hour

Construction Parameters

Construction of the proposed project is anticipated to occur in multiple phases, however in order to provide a worst-case analysis, construction of the proposed project was analyzed in one phase, starting in Fall 2021 and would be completed in 3.2 years. The construction-related GHG emissions were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The phases of construction activities that have been analyzed are detailed below and include: 1) Site Preparation; 2) Grading, 3) Building construction, 4) Paving; and 5) Application of architectural coatings.

The CalEEMod model provides the selection of "mitigation" to account for project conditions that would result in less emissions than a project without these conditions, however it should be noted that this "mitigation" may represent regulatory requirements. This includes the required to adherence to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Site Preparation

The site preparation phase would consist of removing any vegetation, tree stumps, and stones onsite prior to grading. The site preparation phase is anticipated to start October 2021 and was modeled as occurring over six weeks, which is based on the CalEEMod default timing. The site preparation activities would require 18 worker trips per day. In order to account for water truck emissions, six vendor truck emissions were added to the site preparation phase. The onsite equipment would consist of three rubber-tired dozers, and four of either tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix. The mitigation of water all exposed areas two times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Grading

The grading phase would occur after completion of the site preparation phase and was modeled as occurring over 15 weeks, which is based on the CalEEMod default timing. The proposed grading is anticipated to include 35,565 cubic yards of material cut and 20,370 cubic yards of fill. When subsidence, and shrinkage are accounted for, it is anticipated that grading will require the import of 21,040 cubic yards of material. The import of dirt would generate a total of 2,630 haul truck trips (average 35 haul truck trips per day over the 15-week grading phase).

The CalEEMod model default onsite grading equipment consists of two excavators, one grader, two scrapers, one rubber-tired dozer, and two of either tractors, loaders, or backhoes. In order to account for the amount of dirt being moved onsite, two scrapers were added to the default grading equipment list. The grading activities would generate 20 worker trips per day. In order to account for water truck emissions, six daily vendor truck trips were added to the grading phase. The mitigation of water all exposed areas two times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Building Construction

The building construction would occur after the completion of the grading phase and was modeled as occurring over 2 year and 9 months, which is based on the CalEEMod default timing. The building construction phase would generate 379 worker trips and 148 vendor trips per day. The onsite equipment would consist of the simultaneous operation of one crane, three forklifts, one generator, one welder, and three of either tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix.

Paving

The paving phase would consist of paving the onsite roads, driveways, and parking lots. The paving phase was modeled as occurring concurrently with the year of the building construction phase. The paving phase would generate 15 worker trips per day. The onsite equipment would consist of the simultaneous operation of two pavers, two paving equipment, and two rollers, which is based on the CalEEMod default equipment mix.

Architectural Coating

The application of architectural coatings was modeled as occurring concurrently with the final year of the building construction phase. The architectural coating phase was modeled based on covering 963,225 square feet of non-residential interior area, 312,075 square feet of non-residential exterior area, and 16,464 square feet of parking area. The architectural coating phase would generate 76 worker trips per day. The onsite equipment would consist of one air compressor, which is based on the CalEEMod default equipment mix. In order to account for SCAQMD Rule 1113 VOC limits for architectural coatings, the non-residential interior architectural coating VOC emissions was set to 100 grams per liter in the CalEEMod model.

Operational Emissions Modeling

The operations-related criteria air pollutant emissions and GHG emissions created by the proposed project have been analyzed through use of the CalEEMod model. The proposed project was analyzed in the CalEEMod model based on the land use parameters provided above.

Mobile Sources

Mobile sources include emissions the additional vehicle miles generated from the proposed project. The daily vehicle trip rates associated with the proposed project have been obtained from *Coachella Airport Business Park Traffic Impact Analysis* (Traffic Analysis), prepared by Integrated Engineering Group, November 2020. It should be noted that since the Traffic Analysis was prepared, the proposed project building square footages have been slightly reduced. As such, the trip generation rates from the Traffic Analysis have been utilized, however the total daily trips analyzed in this analysis, is slightly lower than what is depicted in the Traffic Analysis, due to the proposed project's smaller building square footage. The vehicle trips rates utilized for each land use are provided in Table I.

Table I – Inventory of Vehicle Trips During Full Operation of Proposed Project

Land Use Type in CalEEMod	Land Use Size[1]	Daily Trip Generation Rates: Trips Rates[2]	Daily Trip Generation Rates: Total Daily Trips
Industrial Park	486.90 TSF	3.37 per TSF	1,641
Unrefrigerated Warehouse No Rail	133.28 TSF	1.51 per TSF	194
Convenience Market with Gas Station	10 VFP	231.52 per VFP	2,315
Fast Food Restaurant with Drive Thru	4.65 TSF	470.95 per TSF	2,190
Parking Lot	682 PS	0 per PS	0

Notes:
[1] TSF = Thousand Square Foot, VFP = vehicle fueling position, PS = Parking Space
[2] Daily Trip rates obtained from the Traffic Analysis (Integrated Engineering Group, 2020).

In order to account for the 5.38 percent 2-axle, 6.67 percent 3-axle, and 20.13 percent 4+-axle daily truck trips generated by the proposed Industrial Park land use, the vehicle mixes utilized in the CalEEMod model were adjusted to match the truck generation rates provided in the Traffic Analysis. In addition, the vehicle mixes for the other proposed land uses were also adjusted to remove the truck trips from these land uses, since the Traffic Analysis analyzed all truck trips generated from the proposed project under the Industrial Park land use. The vehicle mixes utilized in the CalEEMod model are shown in Table J. No other changes were made to the CalEEMod default mobile source parameters.

Table J – Fleet Mix During Full Operation of Proposed Project

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	MCY
Industrial Park[1]	0.423	0.027	0.143	0.082	0.039	0.015	0.067	0.201	0.003
All Other Land Uses	0.625	0.039	0.211	0.121	0	0	0	0	0.004

Notes:
LDA = Light Duty Auto; LDT1 = Light-Duty Trucks (less than 3,750 pounds gross vehicle weight rating [GVWR]); LDT2 = Light-Duty Trucks (3,751 to 6,000 pounds GVWR); MDV = Medium-Duty Trucks (6,000 to 8,500 pounds GVWR); LHD1 = Light-Heavy-Duty Trucks 1 (8,501 to 10,000 pounds GVWR); LHD2 = Light-Heavy-Duty Trucks 2 (GVWR 10,001 to 14,000 pounds); MHD = Medium-Heavy-Duty Trucks (GVWR 19,501 to 33,000 pounds); HHD = Heavy-Heavy-Duty Trucks (GVWR 33,000+ pounds); and MCY = motorcycles.
[1] The Industrial Park Truck fleet mix was based on the Truck Fleet Mix provided in the Traffic Analysis (Integrated Engineering Group, 2020), with 2-axle trucks analyzed as LDT1 and LDT2, 3-axle trucks analyzed as MHD, and 4+-axle trucks analyzed as HHD.

The CalEEMod model provides the selection of "mitigation" to account for project conditions that would result in less emissions than a project without these conditions, however it should be noted that this "mitigation" may represent current conditions, such as development that is in close proximity to an existing transit facility, where a project built at such location would create less vehicle trips and associated emissions than a project that was not built in close proximity to an existing transit facility. The mobile source emissions analysis for the project included the CalEEMod "mitigation" of improved pedestrian network on project site and increase transit accessibility with 0.01 mile to the nearest transit to account for the existing Sunline Transit Airport Blvd Desert Cactus Bus Stop located, adjacent to the project site.

Area Sources

Area sources include emissions from consumer products, landscape equipment, and architectural coatings. The area source emissions were based on the on-going use of the proposed project in the CalEEMod model. No changes were made to the default area source parameters in the CalEEMod model.

Energy Usage

Energy usage includes emissions from electricity and natural gas used onsite. The energy usage was based on the ongoing use of the proposed project in the CalEEMod Model. No changes were made to the default energy usage parameters in the CalEEMod model.

The new 2019 Title 24, Part 6 building energy efficiency standards went into effect January 1, 2020 and require new lighting energy improvements that are 30 percent more efficient than the prior 2016 building standards. In order to account for the new standards, the CalEEMod "mitigation" of 30 percent lighting energy improvement was selected. A summary of the new 2019 Title 24 standards can be found at:
https://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf.

Solid Waste

Waste includes the GHG emissions associated with the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. The analysis was based on the default CalEEMod waste generation rate of 783 tons of solid waste per year from the proposed project. No changes were made to the default solid waste parameters or mitigation measures in the CalEEMod model.

The CalEEMod mitigation of a 50 percent reduction in landfill waste was selected to account for implementation of AB 341 that provides strategies to reduce, recycle or compost solid waste by 75 percent by 2020. Only 50 percent was selected, since AB 341 builds upon the waste reduction measures of SB 939 and 1374 and therefore, it was assumed approximately 25 percent of the waste reduction target has already been accounted for in the CalEEMod model.

Water and Wastewater

Water includes the water used for the interior of the buildings as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. The analysis was based on the default CalEEMod water usage rate of 145,086,813 gallons per year of water use. No changes were made to the default water and wastewater parameters in the CalEEMod model.

The CalEEMod "mitigation" of the use of low flow faucets and toilets and use of smart irrigation system controllers were selected to account for the implementation of the 2019 CCR Title 24 Part 11 (CalGreen) requirements, which lowered the calculated water use for the proposed project to 34,001,400 gallons per year.

Off-Road Equipment

The primary activity that would require the use of off-road equipment would be associated with forklifts unloading/loading of truck deliveries. Forklifts would most likely be operated at the six proposed large warehouses. Although the other proposed land uses would also have truck deliveries, due to the size of the other buildings, the unloading activities would most likely be performed with hand trucks or small electric powered forklifts, which do not create air emissions. As such, it has been assumed that each of the six large warehouses would have one forklift that would operate 8 hours per day. In order to account for Project Design Feature 2, that restricts the operation of diesel-powered off-road equipment on the project site during long-term operations of the project, the forklifts were analyzed based on being powered with compressed natural gas (CNG).

8.2 Energy Use Calculations

The proposed project is anticipated to consume energy during both construction and operation of the proposed project and the parameters utilized to calculate energy use from construction and operation of the proposed project are detailed separately below.

Construction-Related Energy Use

Construction of the proposed project is anticipated to use energy in the forms of petroleum fuel for both off-road equipment as well as from the transport of workers and materials to and from the project site and the calculations for each source are described below.

Off-Road Construction Equipment

The off-road construction equipment fuel usage was calculated through use of the CalEEMod model's default off-road equipment assumptions detailed above in Section 8.1. For each piece of off-road equipment, the fuel usage was calculated through use of the *2017 Off-road Diesel Emission Factors* spreadsheet, prepared by CARB (https://ww3.arb.ca.gov/msei/ordiesel.htm). The Spreadsheet provides the following formula to calculate fuel usage from off-road equipment:

Fuel Used = Load Factor x Horsepower x Total Operational Hours x BSFC / Unit Conversion

Where:

Load Factor - Obtained from CalEEMod default values

Horsepower – Obtained from CalEEMod default values

Total Operational Hours – Calculated by multiplying CalEEMod default daily hours by CalEEMod default number of working days for each phase of construction

BSFC – Brake Specific Fuel Consumption (pounds per horsepower-hour) – If less than 100 Horsepower = 0.408, if greater than 100 Horsepower = 0.367

Unit Conversion – Converts pounds to gallons = 7.109

Table K shows the off-road construction equipment fuel calculations based on the above formula. Table K shows that the off-road equipment utilized during construction of the proposed project would consume 167,988 gallons of fuel.

Table K – Off-Road Equipment and Fuel Consumption from Construction of the Proposed Project

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours[1]	Fuel Used (gallons)
Site Preparation						
Rubber Tired Dozers	3	247	0.4	8	720	3,672
Tractors/Loaders/Backhoes	4	97	0.37	8	960	1,977
Grading						
Excavators	2	158	0.38	8	1,200	3,719
Graders	1	187	0.41	8	600	2,375
Rubber Tired Dozers	1	247	0.4	8	600	3,060
Scrapers	4	367	0.48	8	2,400	21,826
Tractors/Loaders/Backhoes	2	97	0.37	8	1,200	2,472
Building Construction						
Cranes	1	231	0.29	7	5,180	17,914
Forklifts	3	89	0.2	8	17,760	18,143
Generator Sets	1	84	0.74	8	5,920	21,120
Tractors/Loaders/Backhoes	3	97	0.37	7	15,540	32,009
Welders	1	46	0.45	8	5,920	7,033
Paving						
Pavers	2	130	0.42	8	4,176	11,771
Paving Equipment	2	132	0.36	8	4,176	10,245
Rollers	2	80	0.38	8	4,176	7,286
Architectural Coating						
Air Compressor	1	78	0.48	6	1,566	3,365
	Total Off-Road Equipment Fuel Used during Construction (gallons)					**167,988**

Notes:

[1] Based on: 30 days for Site Preparation, 75 days for Grading; 740 days for Building Construction; 261 days for Paving; and 261 days for Architectural Coating.

Source: CalEEMod Version 2016.3.2 (see Appendix A); CARB, 2017.

On-Road Construction-Related Vehicle Trips

The on-road construction-related vehicle trips fuel usage was calculated through use of the construction vehicle trip assumptions from the CalEEMod model run as detailed above in Section 8.1. The calculated total construction miles were then divided by the fleet average for the Salton Sea portion of Riverside County miles per gallon rates for the year 2021 calculated through use of the EMFAC2017 model (https://www.arb.ca.gov/emfac/2017/) and the EMFAC2017 model printouts are shown in Appendix B. Table L shows the on-road construction vehicle trips modeled in CalEEMod and the fuel usage calculations.

Table L – On-Road Vehicle Trips and Fuel Consumption from Construction of the Proposed Project

Vehicle Trip Types	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase[1]	Fleet Average Miles per Gallon[2]	Fuel Used (gallons)
Site Preparation						
Worker Trips	18	11	198	5,940	24.6	242
Vendor Truck Trips	6	5.4	32	972	7.6	128
Grading						
Worker Trips	20	11	220	16,500	24.6	672
Vendor Truck Trips	6	5.4	32	2,430	7.6	320
Haul Truck Trips	35	20	701	52,600	7.6	6,933
Building Construction						
Worker Trips	379	11	4,169	3,085,060	24.6	125,555
Vendor Truck Trips	148	5.4	799	591,408	7.6	77,949
Paving						
Worker Trips	15	11	165	43,065	24.6	1,753
Architectural Coating						
Worker Trips	76	11	836	218,196	24.6	8,880
		Total Fuel Used from On-Road Construction Vehicles (gallons)				**222,430**

Notes:
[1] Based on: 30 days for Site Preparation, 75 days for Grading; 740 days for Building Construction; 261 days for Paving; and 261 days for Architectural Coating.
[2] From EMFAC 2017 model (see Appendix B). Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck fleet of diesel vehicles.
Source: CalEEMod Version 2016.3.2; CARB, 2018.

Table L shows that the on-road construction-related vehicle trips would consume 222,430 gallons of fuel and as detailed above, Table K shows that the off-road construction equipment would consume 167,988 gallons of fuel. This would result in the total consumption of 390,418 gallons of petroleum fuel from construction of the proposed project.

Operations-Related Energy Use

The operation of the proposed project is anticipated to use energy in the forms of petroleum fuel, electricity, and natural gas, and the calculations for each source are described below.

Operational Petroleum Fuel

The on-road operations-related vehicle trips fuel usage was calculated through use of the total annual vehicle miles traveled assumptions from the CalEEMod model run as detailed above in Section 8.1, which found that operation of the proposed project would generate 4,389,591 vehicle miles traveled per year from autos and would generate 1,117,896 vehicle miles traveled per year from trucks. The calculated total operational miles were then divided by the Salton Sea area portion of Riverside County fleet average rates of 27.5 miles per gallon for automobiles and the fleet average rate of 8.4 miles per gallon for trucks, which was calculated through use of the EMFAC2017 model and based on the project opening year 2025. The EMFAC2017 model printouts are shown in Appendix B. Based on the above calculation methodology, the operation of automobiles would consume 159,747 gallons per year and from trucks would consume 132,675 gallons per year. The total petroleum use from operation of the proposed project would be 292,422 gallons per year.

<u>Operational Electricity Use</u>

The operations-related electricity usage was calculated in the CalEEMod model run that is detailed above in Section 8.1 that depicts the electricity use from each land use that are shown below in kilo-watt hours (kWh) per year (CalEEMod land use shown in brackets):

- Service Station/Mini Mart (Convenience Market with Gas Pumps) – 43,788 kWh/year
- Fast Food Restaurant with Drive Thru (Fast Food Restaurant with Drive Thru) – 211,547 kWh/year
- Large Warehouses, Small Warehouses, Personal Vehicle Storage, Small Businesses (Industrial Park) – 4,100,670 kWh/year
- Onsite Roads, Driveways, Parking Lots (Parking Lot) – 67,228 kWh/year
- Self Storage (Unrefrigerated Warehouse No Rail) – 258,357 kWh/year

Based on the above, it is anticipated that the proposed project would utilize 4,681,590 kWh per year of electricity.

<u>Operational Natural Gas Use</u>

The operations-related natural gas usage was calculated in the CalEEMod model run that is detailed above in Section 8.1 that depicts the natural gas use from each land use that are shown below in kilo British Thermal Units (kBTU) per year (CalEEMod land use shown in brackets):

- Service Station/Mini Mart (Convenience Market with Gas Pumps) – 8,880 kBTU/year
- Fast Food Restaurant with Drive Thru (Fast Food Restaurant with Drive Thru) – 1,271,000 kBTU/year
- Large Warehouses, Small Warehouses, Personal Vehicle Storage, Small Businesses (Industrial Park) – 1,689,540 kBTU/year
- Onsite Roads, Driveways, Parking Lots (Parking Lot) – 0 kBTU/year
- Self Storage (Unrefrigerated Warehouse No Rail) – 261,058 kBTU/year

Based on the above, it is anticipated that the proposed project will use 3,230,478 kBTU per year, which is equivalent to 3,230 mega-British Thermal units (MBTU) per year of natural gas.

8.3 Toxic Air Contaminant Emissions Modeling

The dispersion modeling utilized for analyzing the TAC emissions in this analysis has been based on the recommended methodology described in *Health Risk Assessment Guidance for Analyzing Cancer Risks* *from Mobile Source Diesel idling Emissions for CEQA Air Quality Analysis* (SCAQMD HRA Guidance), prepared by SCAQMD, 2003, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (OEHHA Guidelines), prepared by Office of Environmental Health Hazard, February 2015, and *Risk Assessment Procedures for Rules 1401, 1401.1 and 212* (SCAQMD Risk Assessment Procedures), prepared by SCAQMD, September 1, 2017. Important issues that affect the dispersion modeling include the following: 1) Model Selection, 2) Source Treatment, 3) Meteorological Data, and 4) Receptor Grid. Each of these issues is addressed below.

Model Selection

The AERMOD View Version 9.9.0 Model was used for all dispersion modeling. Key dispersion modeling options selected included the regulatory default options and urban modeling option for Riverside County with a population of 2,189,641. Flagpole receptor height was set to 0 meters, which is based on SCAQMD recommended modeling parameters. AERMAP (the terrain pre-processor for AERMOD) was run with a USGS 7.5-meter map of Indio for the project site and a 7.5-meter map of Thermal Canyon for the area east of the project site.

Meteorological Data

Meteorological data from the SCAQMD's Jacqueline Cochran Regional Airport (KTRM) Airport monitoring site was selected for this modeling application, which is located as near as 1.1 mile west of the project site. The SCAQMD's meteorological data is provided at: Meteorological Data for AERMOD (aqmd.gov). It should be noted that the SCAQMD provides data for the Jacqueline Cochran Regional Airport under the name of Desert Hot Springs Airport. This can be confirmed by looking at the coordinates and call letters of KTRM provided for this Airport that align with Jacqueline Cochran Regional Airport. Five full years of sequential meteorological data were collected at the KTRM Airport Station by the SCAQMD for 2012, 2013, 2014, 2015, and 2016. The SCAQMD processed the data for input to the model. An elevation of -36 meters was utilized for the KTRM Airport Station per SCAQMD guidance.

Receptor Grid

The nearest sensitive receptors that may be impacted by the proposed project are mobile homes located across Airport Boulevard as near as 50 feet to the south of the project site. There are also single and multi-family homes located on both sides of Orange Street and on the south side of Airport Frontage Road. Discrete receptors were placed at 11 representative nearby homes. Figure 3 shows the locations of the sources and receptors modeled in the AERMOD model for TAC emissions.

EMFAC2017 Model

The truck travel and truck idling emission rates were obtained from the EMFAC2017 model Version 1.0.7. The EMFAC2017 model is the latest emissions inventory model released by CARB that calculates motor vehicle emissions from vehicles operating on roads in California. The EMFAC2017 includes the latest data on California's car and truck fleets and travel activity and also reflects the emissions reductions associated with CARB's recent rulemaking, including on-road diesel fleet rules, Advanced Clean Car Standards, and the Smartway/Phase I Heavy-Duty Vehicle GHG Regulations.

The operational 3-axle and 4+-axle truck trips were modeled in the EMFAC2017 model through use of the Truck 2 Vehicle Category that covers all truck classifications over 14,000 pounds. The operational 2-axle (small truck) trips were modeled in the EMFAC2017 model through use of the Truck 1 Vehicle Category that covers all truck classifications between 8,500 and 14,000 pounds. Since vehicle emission factors are dependent on vehicle speed, emission factors were obtained for 10 and 35 miles per hour and idling rates. The EMFAC2017 model run printout is provided in Appendix B.

The cancer risk analysis is based on a 30-year analysis period. Therefore, the analysis period was segmented into three age sensitivity time periods, consistent with the cancer risk estimation methodology. The DPM PM10 truck running emission rates utilized in this assessment are shown in Table M; the DPM PM10 truck idling emission rates utilized in this assessment are shown in Table N.

Table M – EMFAC2017 Diesel Truck Running PM10 Emission Rates

Vehicle Class	Speed (mph)	EMFAC2017 PM10 Running Emissions Rates (grams/mile)		
		2025 to 2027	2027 to 2041	2041 to 2054
Truck 1	10	0.0340	0.0227	0.0162
	35	0.0155	0.0115	0.0090
Truck 2	10	0.0095	0.0088	0.0085
	35	0.0065	0.0061	0.0060

Source: EMFAC2017 version 1.0.2.

Table N – EMFAC2017 Diesel Truck Idling PM10 Emission Rates

Vehicle Class	EMFAC2017 PM10 Idling Emissions Rates (grams/hour)		
	2025 to 2027	2027 to 2041	2041 to 2054
Truck 1	0.793	0.794	0.797
Truck 2	0.011	0.010	0.010

Source: EMFAC2017 version 1.0.2.

TAC Emission Sources

Operational DPM emissions would be generated from truck trips generated by the operation of the proposed project. None of the business park structures will be utilized as a refrigerated warehouse. As such, no transport refrigeration units will operate on the project site. In addition, Project Design Feature 1 is provided that restricts the use of diesel-powered forklifts on the project site during on-going operations of the project.

As detailed above in Section 8.1, the proposed project would generate for the 5.38 percent 2-axle, 6.67 percent 3-axle, and 20.13 percent 4+-axle daily truck trips generated by the proposed Industrial Park land use, which equates to 88.3 2-axle truck trips, 109.4 3-axle truck trips, and 330.3 4+-axle truck trips per day. The project-related truck emissions have been analyzed separately for truck travel and truck idling that utilized emission rates from the EMFAC model.

Operational Truck Travel

The onsite diesel truck travel was modeled based on half of the truck trips traveling on the east onsite road to Large Warehouses LW-1A, LW-1B, and LW-2 and the other half of the truck trips traveling on the west onsite road to Large Warehouses LW-3A, LW-3B, and LW-4. The Traffic Analysis (Integrated Engineering Group, 2020), found that 20 percent of the trips would travel on Airport Boulevard west of the project site and 80 percent of the trips would travel on Airport Boulevard east of the project site to State Route 86.

The emission rates utilized in the AERMOD model were calculated by converting the emissions created for one truck to grams per second and then calculating the time it takes to travel the road length and multiplying this time by the per day and then dividing by 24 hours. The calculated emission rates are shown in Table O. The diesel truck line volume source truck routes were modeled with a 6-foot height and 12-foot width for the onsite roads and a 40-foot width on Airport Boulevard.

Table O – AERMOD Model Operational DPM Truck Travel Emissions Sources

Source ID	Description	Daily Truck Trips[1]	Length of Truck Route (meters)	DPM Emission Rates (grams/second)		
				2025-2027	2027-2041	2041-2054
	Onsite Roads					
RDONW	2-axle and 3-axle Truck Trips	44	858	9.27E-06	6.18E-06	4.42E-06
	4-axle Truck Trips	220	858	1.28E-06	1.19E-05	1.16E-05
	Onsite Road West	**264**	**--**	**2.21E-05**	**1.81E-05**	**1.60E-05**
RDONE	2-axle and 3-axle Truck Trips	44	877	9.48E-06	6.32E-06	4.52E-06
	4-axle Truck Trips	220	877	1.31E-05	1.22E-05	1.18E-05
	Onsite Road East	**264**	**--**	**2.26E-05**	**1.85E-05**	**1.64E-05**
	Offsite Roads					
RDAIRW	2-axle and 3-axle Truck Trips	18	827	1.63E-06	1.20E-06	9.47E-07
	4-axle Truck Trips	88	827	3.38E-06	3.19E-06	3.13E-06
	Airport Boulevard west of Project Site	**106**	**--**	**5.00E-06**	**4.39E-06**	**4.07E-06**
RDAIRE	2-axle and 3-axle Truck Trips	71	484	3.81E-06	2.82E-06	2.22E-06
	4-axle Truck Trips	352	484	7.91E-06	7.47E-06	7.32E-06
	Airport Boulevard east of Project Site	**422**	**--**	**1.17E-05**	**1.03E-05**	**9.54E-06**

Notes:
[1] Daily truck trips represent one-way trips (i.e., entering the project site or leaving the project site equal one trip).
Source: Integrated Engineering Group, 2020.

Onsite Truck Idling

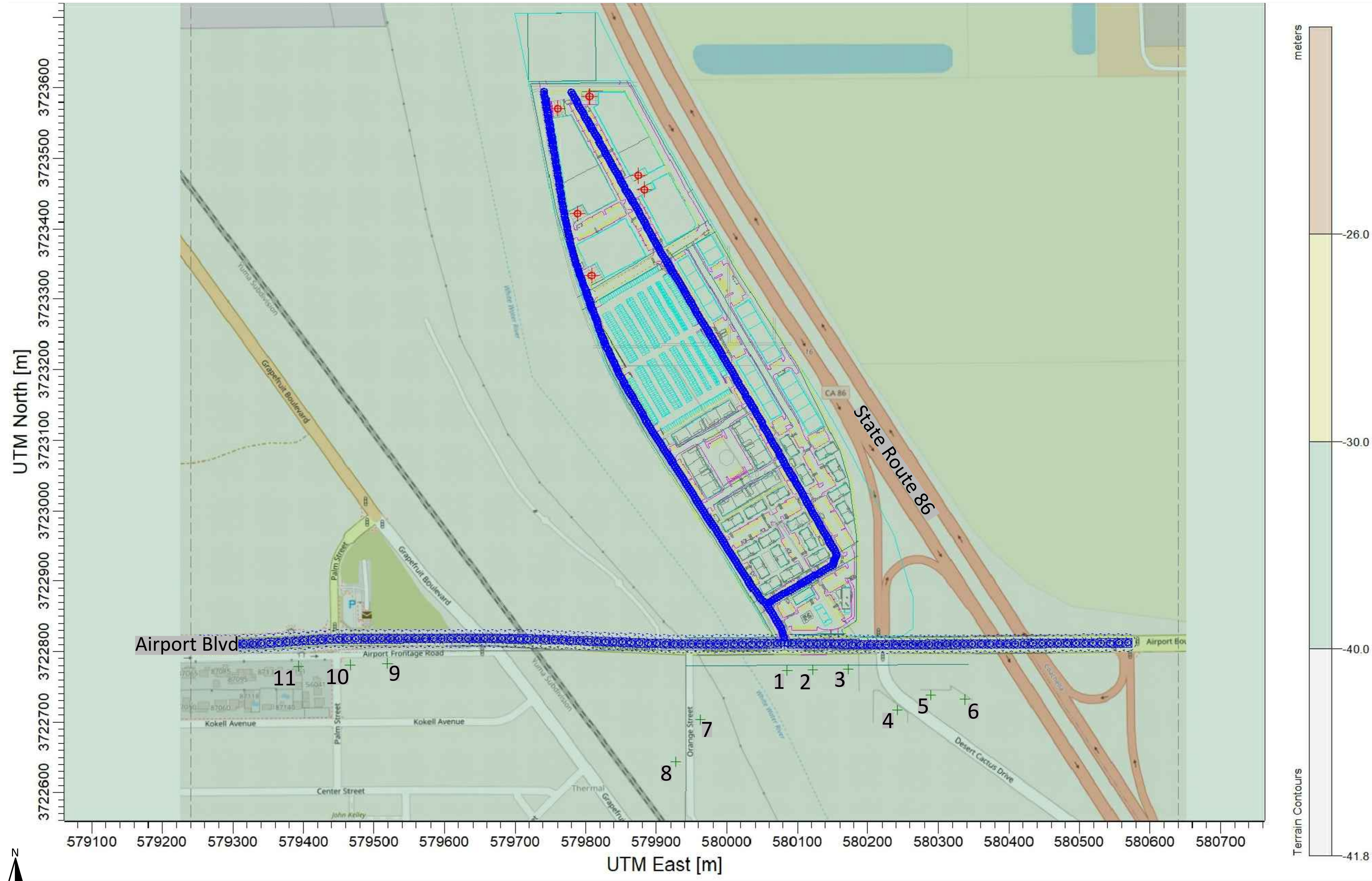
The onsite diesel truck idling emissions were modeled as six point sources located in the center of each of the six Large Warehouses loading areas. The analysis was based on each truck delivery idling on the project site for 15 minutes or 5 minutes for arriving to the loading area, 5 minutes for leaving the loading area, and 5 minutes for queueing activities at the loading area. The 5-minute period is based on Section 2485 of the California Code of Regulations that limits commercial truck idling to 5 minutes at any location.

The idling point source was modeled in the AERMOD model with a 12.6-foot height, a 0.1-meter diameter, a velocity of 50 meters per second, and a temperature of 366°K. The idling point source emission rates entered into the AERMOD model are shown in Table P. The idling source emissions were determined by multiplying 15 minutes by the daily truck operations and dividing it by 24 hours in order to determine the percent of daily idling time. The daily idling time was then multiplied by the EMFAC2017 emissions rates that are detailed above and were converted to grams per second.

Table P – AERMOD Model Operational DPM Truck Idling Emissions Sources

Source ID	Description	Daily Truck Deliveries[1]	DPM Emission Rates (grams/second)		
			2025-2027	2027-2041	2041-2054
	2-axle and 3-axle Truck Idling	7	1.69E-05	1.69E-05	1.70E-05
	4-axle Truck Idling	37	1.12E-06	1.08E-06	1.07E-06
IDLING1-6	**Idling Total (for one of six Idling Sources)**	**44**	**1.80E-05**	**1.80E-05**	**1.80E-05**

Notes:
[1] Each daily truck delivery represent two trips (i.e., one entering the project site and one leaving the project site).
Source: EMFAC2017; Gibson Transportation Consulting, Inc, 2020.



SOURCE: AERMOD View Version 9.9.0.

VISTA ENVIRONMENTAL

Figure 3
AERMOD Model Sources and Receptors Placement

9.0 THRESHOLDS OF SIGNIFICANCE

9.1 Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the Air Basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the Coachella Valley portion of the Salton Sea Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table Q.

Table Q – SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance

	Pollutant Emissions (pounds/day)[1]						
	VOC	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**	**Lead**
Construction	75	100	550	150	150	55	3
Operation	75	100	550	150	150	55	3

Notes:
[1] The SCAQMD operational thresholds for the Coachella Valley are the same as the construction thresholds.
Source: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2

9.2 Local Air Quality

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. As detailed above in Section 7.3, the project site is located in Monitoring Area 30, which covers the Coachella Valley.

The Look-Up Tables include site acreage sizes of 1-acre, 2-acres and 5-acres. The *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, prepared by SCAQMD, 2015, provides guidance on how to determine the appropriate site acreage size to utilize for a project. The Fact Sheet details the site acreage should be based on the maximum number of acres disturbed on the peak day of construction that is calculated on the construction equipment list utilized in the CalEEMod model, where crawler tractors, graders, and rubber-tired dozers are all assumed to disturb 0.5-acre in an 8-hour day and scrapers are assumed to disturb 1.0-acre in an 8-hour day. It should be noted that the methodology in the Fact Sheet was developed from the CalEEMod User Guide Appendix A, page 9, where the same acres disturbed per equipment type is detailed and is utilized in the CalEEMod model in order to determine the acres per day disturbed during site preparation and grading phases.

Table R lists all of the construction equipment modeled in CalEEMod and utilizes the methodology in the Fact Sheet to calculate the acres disturbed per day. As shown in Table R, the maximum disturbed per day would occur during the grading phase when 5-acres would be disturbed. As such, the 5-acre project site shown in the Look-Up Tables has been utilized in this analysis.

Table R – Construction Equipment Modeled in CalEEMod and Acres Disturbed per Day

Construction Activity	Equipment Type	Equipment Quantity	Acres Disturbed per piece of Equipment per Day[1]	Operating Hours per Day	Acres Disturbed per Day
Site Preparation	Rubber Tired Dozers	3	0.5	8	1.5
	Tractors/Loaders/Backhoes	4	0	8	0
	Total Acres Disturbed per Day During Site Preparation				1.5
Grading	Graders	1	0.5	8	0.5
	Excavators	2	0	8	0
	Rubber Tired Dozers	1	0.5	8	0.5
	Scrapers	4	1.0	8	4.0
	Tractors/Loaders/Backhoes	2	0	8	0
	Total Acres Disturbed per Day During Grading				5.0
Building Construction	Cranes	1	0	7	0
	Forklifts	3	0	8	0
	Generator Sets	1	0	8	0
	Tractors/Loaders/Backhoes	3	0	7	0
	Welders	1	0	8	0
	Total Acres Disturbed per Day During Building Construction				0
Paving	Pavers	2	0	8	0
	Paving Equipment	2	0	8	0
	Rollers	2	0	8	0
	Total Acres Disturbed per Day During Paving				0
Architectural Coating	Air Compressor	1	0	6	0
	Total Acres Disturbed per Day During Architectural Coating				0
	Maximum Acres Disturbed during All Construction Activities				**5.0**

Notes:

[1] Based on the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds where crawler tractors, graders, and rubber-tired dozers disturb 0.5-acre in an 8-hour day and scrapers disturb 1.0-acre in an 8-hour day. All other equipment disturb 0 acres per 8-hour day.

Source: CalEEMod Version 2016.3.2; SCAQMD, 2015.

The nearest sensitive receptors to the project site are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Table S below shows the LSTs for NO_2, PM10 and PM2.5 for both construction and operational activities.

Table S – SCAQMD Local Air Quality Thresholds of Significance

Activity	Allowable Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Construction	304	2,292	14	8
Operation	304	2,292	4	2

Notes:
[1] The nearest sensitive receptors to the project site are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 30, Coachella Valley.

9.3 Toxic Air Contaminants

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to toxic air contaminants (TACs), the *Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, (Diesel Analysis) prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create TACs through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the TAC and the toxicity of the hazardous air pollutant (HAP) should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

The comprehensive HRA for both construction and operation of the proposed project can be found below in Section 10.4.

9.4 Odor Impacts

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

> "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
>
> The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

9.5 Energy Conservation

The 2018 amendments and additions to the CEQA Checklist now include an Energy Section that analyzes the proposed project's energy consumption in order to avoid or reduce inefficient, wasteful or unnecessary consumption of energy. Appendix F of the 2020 CEQA Statute and Guidelines, states the following:

> The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:
>
> (1) Decreasing overall per capita energy consumption,
>
> (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and
>
> (3) Increasing reliance on renewable energy sources.

Since the Energy Section was recently added, no state or local agencies have adopted specific criteria or thresholds to be utilized in an energy impact analysis. However, the 2018 *Guidelines for the Implementation of the California Environmental Quality Act,* provide the following direction on how to analyze a project's energy consumption:

> "If analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. (Guidance on information that may be included in such an analysis is presented in Appendix F.) This analysis is subject to the rule of reason and shall focus on energy use that is caused by the project. This analysis may be included in related analyses of air quality, greenhouse gas emissions, transportation or utilities in the discretion of the lead agency."

If the proposed project creates inefficient, wasteful or unnecessary consumption of energy during construction or operation activities or conflicts with a state or local plan for renewable energy or energy efficiency, then the proposed project would create a significant energy impact.

9.6 Greenhouse Gas Emissions

In June 2014, the City adopted the *Climate Action Public Draft City of Coachella* (CAP). The CAP builds on the 2013 General Plan Update by quantifying emissions from buildout of the General Plan and includes additional policies and implementation actions to help the City further reduce emissions. The CAP establishes emissions reduction targets in in order to meet the statewide emissions targets provided in Executive Order S-03-5 that require GHG emissions to be reduced to 1990 levels by 2020 and reduced to 80 percent below 1990 levels by 2050. The CAP establishes service population reduction targets of 15 percent below year 2010 levels by year 2020 and 49 percent below year 2010 levels by year 2035. The 2035 target was determined by linear projection of the 2020 target (15 percent below 2010 levels) and the 2050 target (80 percent below 1990 levels). The CAP was developed in order to be utilized as a tiering document for the streamlined review of project-level GHG emissions under CEQA for development projects within the City. The CEQA review process within the CAP has four primary compliance paths, which include:

- Ministerial and CEQA exempt projects;
- Projects that demonstrate application of the City's Climate-Ready Development Standards;
- Projects that apply a set of custom GHG mitigation measures and meet the City's performance targets; or
- Projects that pay an in-lieu fee.

Since the proposed project is not ministerial or exempt from CEQA and since the City never developed procedures for paying an in-lieu fee, the project is limited to the compliance paths of either demonstrating application of the City's Climate-Ready Development Standards, or to apply a custom GHG measures to meet the City's performance targets.

The project applicant reviewed the City's Climate-Ready Development Standards and found that several of the development standards were either too vague to implement, such as the design features that require the project to exceed Title 24 standards, but do not define what Title 24 standards to exceed (i.e., the 2013 Title 24 standards that were in effect at time of preparation of the CAP or the current 2019 Title 24 standards, or the anticipated 2022 Title 24 standards that will be in effect at the time building permits are pulled for the project). The CAP also requires the installation of streets that are narrower than the City's Public Works Department currently allows, requires entrances to buildings every 75 feet, which does not work with the proposed business park uses, particularly for the self-storage and personal vehicle storage buildings. There are also measures that would be of significant cost and provide no benefit, such as the requirement to install a recycled water system and the City does not currently have a recycled water lines in the vicinity of the project site to connect to, so the system would remain unused. Due to these reasons, this analysis has relied on the compliance path of providing custom GHG measures to meet the City's performance targets.

The CAP provides a performance target for new development of 4.5 $MTCO_2e$ per service population for the project's opening year of 2025. The CAP provides the following definition for Service Population: "A measure of the total number of residents and employees (jobs) in a jurisdiction." The *Coachella Airport Business Park VMT Assessment Memo* (VMT Memo), prepared by Fehr and Peers, August 17, 2020, utilized the RIVTAM model for the without and with project scenarios that analyzed the five and ten mile radius areas around the project site and the RIVTAM model found that development of the proposed project would result in a decrease in vehicle miles traveled (VMT) between 2 and 4 percent. The VMT Memo shows that the development of the proposed project would provide needed commercial services, businesses and industries in a more proximate location to the nearby residents, which would reduce the miles driven by these residents, when compared to the without project condition. The VMT Memo only provides the proposed project's reduction in VMT when considered in a 5 mile and 10 mile radius areas. As such, the VMT Memo does not provide adequate information to quantify the GHG emissions per service population in order to determine if the project would exceed the CAP's year 2025 4.5 $MTCO_2e$ per service population threshold. Therefore, even though it is documented in the VMT Memo that implementation of the project would reduce the GHG emissions per service population, it is not possible to compare the project area jurisdiction (i.e., 5 mile or 10 mile radius area) to the service population threshold provided in the CAP.

As detailed above, the service population reduction targets established in the CAP of 15 percent below year 2010 levels by year 2020 and 49 percent below year 2010 levels by year 2035 were developed to meet the statewide emissions targets provided in Executive Order S-03-5 that require GHG emissions to be reduced to 1990 levels by 2020 and reduced to 80 percent below 1990 levels by 2050. Since, as detailed above, it is not possible to demonstrate that the proposed project would be within the CAP service population targets, this analysis has utilized the CAP's GHG emission reduction target of 26 percent below business-as-usual year 2010 emissions level by opening year 2025. The 26 percent reduction by opening year 2025 was calculated by linear project of the CAP's 15 percent reduction target for the year 2020 and 49 percent reduction target for the year 2035.

The GHG emissions analysis for both construction and operation of the proposed project can be found below in Sections 10.8 and 10.9.

10.0 IMPACT ANALYSIS

10.1 CEQA Thresholds of Significance

Consistent with CEQA and the State CEQA Guidelines, a significant impact related to air quality, energy, and GHG emissions would occur if the proposed project is determined to:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people;
- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;
- Conflict with or obstruct a state or local plan for renewable energy;
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

10.2 Air Quality Compliance

The proposed project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP). The following section discusses the proposed project's consistency with the SCAQMD AQMP.

SCAQMD Air Quality Management Plan

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance discussed above in Section 9.1 or local thresholds of significance discussed above in Section 9.2. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance discussed above in Section 9.1. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not exceed the air quality standards. Therefore, a less than significant long-term impact would occur and no mitigation would be required.

Therefore, based on the information provided above, the proposed project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of Coachella General Plan's Land Use Plan defines the long range land use assumptions that are represented in AQMP.

The project site is currently designated Light Industrial (IL) in the General Plan and is zoned Heavy-Industrial (M-H). Although the proposed project's land uses of: Large Warehouses, Small Warehouses, Small Business, Personal Vehicle Storage, Self-Storage, and Retail comprised of a Service Station/Mini Mart and Fast Food Restaurant with Drive-Thru, are allowed land uses in the Light Industrial land use designation, the applicant is requesting a General Plan Amendment (GPA) to be adopted by the City to incorporate the project site into Sub-Area 7 – South Employment District in order to allow for commercial cannabis-related uses. The proposed project will request for City adoption of a change of zone from the existing M-H to Manufacturing Service (M-S). The change of zone to M-S will allow for the proposed project to be included within the City's Industrial Park (I-P) Overlay Zone, which was amended in April 2017 (per Ordinance No. 1103) to include cannabis cultivation, processing, testing, manufacturing and/or wholesale distribution.

Although the proposed project is requesting a GPA and zone change, the requested change in designation is solely to allow for cannabis uses within the proposed industrial park, which would not alter the vehicle trips or other parameters utilized by SCAG in generating the forecasts provided in the RTP/SCS. Therefore, the proposed project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

Level of Significance

Less than significant impact.

10.3 Cumulative Net Increase in Non-Attainment Pollution

The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf). In this report the AQMD clearly states (Page D-3):

> "*…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility- wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*"

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project- specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

Construction Emissions

The construction activities for the proposed project are anticipated to include site preparation and grading of the 42.69-acre-acre project site, building construction of the business park, paving of the onsite roads and parking areas and application of architectural coatings. Although, the proposed project is anticipated to be constructed in three phases, in order to provide a conservative or worst-case analysis, this analysis has analyzed the entire project being constructed in one phase. The construction emissions have been analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project and the input parameters utilized in this analysis have been detailed in Section 8.1. The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown below in Table T and the CalEEMod daily printouts are shown in Appendix A. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table T also shows the combined regional criteria pollutant emissions from building construction (year 2024), paving and architectural coating phases of construction.

Table T – Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Site Preparation (Year 2021)[1]						
Onsite[2]	3.89	40.50	21.15	0.04	10.17	6.35
Offsite[3]	0.08	0.56	0.61	0.00	0.18	0.05
Total	**3.97**	**41.06**	**21.76**	**0.04**	**10.36**	**6.40**
Grading (Year 2021)[1]						
Onsite[2]	6.05	67.81	44.89	0.09	6.74	4.21
Offsite[3]	0.27	8.23	1.75	0.03	1.40	0.38
Total	**6.32**	**76.04**	**46.63**	**0.12**	**8.13**	**4.60**
Building Construction (Year 2022)						
Onsite	1.71	15.62	16.36	0.03	0.81	0.76
Offsite	1.68	12.90	12.10	0.06	3.95	1.09
Total	**3.38**	**28.51**	**28.46**	**0.09**	**4.76**	**1.85**
Combined Year 2024 Building Construction, Paving, and Architectural Coatings						
Onsite	33.98	24.19	32.60	0.05	1.14	1.07
Offsite	1.73	10.06	12.49	0.06	4.70	1.29
Total	**35.71**	**34.25**	**45.09**	**0.12**	**5.85**	**2.35**
Maximum Daily Construction Emissions	**35.71**	**76.04**	**46.63**	**0.12**	**10.36**	**6.40**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
Source: CalEEMod Version 2016.3.2.

Table T shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either demolition, grading, or the combined building construction, paving and architectural coatings phases. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

Error! Reference source not found. shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds that have been detailed above in Section 9.2. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, **Error! Reference source not found.** also shows the combined local criteria pollutant emissions from year 2024 building construction, paving and architectural coating phases of construction.

Table U – Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day)[1]			
	NOx	**CO**	**PM10**	**PM2.5**
Site Preparation[2]	40.57	21.23	10.20	6.36
Grading[2]	68.83	45.11	6.91	4.26
Building Construction (Year 2022)	17.23	17.88	1.30	0.90
Combined Building Construction (Year 2024), Paving and Architectural Coatings	27.99	34.57	1.93	1.41
Maximum Daily Construction Emissions	**68.83**	**45.11**	**10.20**	**6.36**
SCAQMD Local Construction Thresholds[3]	**270**	**1,746**	**14**	**8**
Exceeds Threshold?	No	No	No	No

Notes:

[1] The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a ¼ mile of the project site.

[2] Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

[3] The nearest offsite sensitive receptors are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 30, Coachella Valley.

The data provided in **Error! Reference source not found.** shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either site preparation, grading, or the combined building construction, paving, and architectural coatings phases. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Operational Emissions

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, onsite area source emissions, and off-road equipment created from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the proposed project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Section 8.1. The worst-case summer or winter VOC, NOx, CO, SO_2, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table V and the CalEEMod daily emissions printouts are shown in Appendix A.

Table V – Operational Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Area Sources[1]	17.51	0.00	0.13	0.00	0.00	0.00
Energy Usage[2]	0.10	0.87	0.73	0.01	0.07	0.07
Mobile Sources[3]	7.14	38.51	39.68	0.20	12.01	3.30
Off-Road Equipment[4]	0.52	4.91	6.80	0.01	0.26	0.24
Total Emissions	**25.27**	**44.29**	**47.35**	**0.22**	**12.34**	**3.61**
SCQAMD Operational Thresholds[5]	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
[4] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[5] The SCAQMD operational thresholds for the Coachella Valley are the same as the construction thresholds.
Source: Calculated from CalEEMod Version 2016.3.2.

The data provided in Table V shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Friant Ranch Case

The operations-related regional criteria air quality impacts In *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (also referred to as "*Friant Ranch*"), the California Supreme Court held that when an EIR concluded that when a project would have significant impacts to air quality impacts, an EIR should "make a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." In order to determine compliance with this Case, the Court developed a multi-part test that includes the following:

1) The air quality discussion shall describe the specific health risks created from each criteria pollutant, including diesel particulate matter.

This Analysis details the specific health risks created from each criteria pollutant above in Section 4.1 and specifically in Table D. In addition, the specific health risks created from diesel particulate matter is detailed above in Section 2.2 of this analysis. As such, this analysis meets the part 1 requirements of the Friant Ranch Case.

2) The analysis shall identify the magnitude of the health risks created from the Project. The Ruling details how to identify the magnitude of the health risks. Specifically, on page 24 of the ruling it states "The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the Project's impact on the days of nonattainment per year."

The Friant Ranch Case found that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the Brief of Amicus Curiae by the SCAQMD in the Friant Ranch case (https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf) (Brief), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes. The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The Brief states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk, it does not necessarily mean anyone will contract cancer as a result of the Project. The Brief also cites the author of the CARB methodology, which reported that a PM2.5 methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NOX or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NOx and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone. As shown above in **Error! Reference source not found.**, project-related construction activities would generate a maximum of 35.71 pounds per day of VOC and 76.04 pounds per day of NOx and as shown above in Table V, operation of the proposed project would generate 25.27 pounds per day of VOC and 44.29 pounds per day NOx. The proposed project would not generate anywhere near these levels of 6,620 pounds per day of NOx or 89,190 pounds per day of VOC emissions. Therefore, the proposed project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

Notwithstanding, this analysis does evaluate the proposed project's localized impact to air quality for emissions of CO, NOX, PM10, and PM2.5 by comparing the proposed project's onsite emissions to the SCAQMD's applicable LST thresholds. As evaluated in this analysis, the proposed project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NOX, PM10, and PM2.5.

<u>Operations-Related Local Air Quality Impacts</u>

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards[1]. Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from

[1] The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

the proposed project could result in a significant impact to the local air quality. Table N shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, onsite off-road equipment, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds.

Table W – Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources	0.00	0.13	0.00	0.00
Energy Usage	0.87	0.73	0.07	0.07
Mobile Sources[1]	4.81	4.96	1.50	0.41
Off-Road Equipment[2]	4.91	6.80	0.26	0.24
Total Emissions	**10.59**	**12.63**	**1.83**	**0.72**
SCAQMD Local Operational Thresholds[3]	**304**	**2,292**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:

[3] Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.

[2] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered

[3] The nearest sensitive receptors to the project site are site are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 30, Coachella Valley.

The data provided in Table N shows that the on-going operations of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required.

Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

Level of Significance

Less than significant impact.

10.4 Sensitive Receptors

The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated above in Section 10.3 for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from local criteria pollutant and toxic air contaminant emissions. The nearest sensitive receptors to the project site are mobile home park residences located across Airport Boulevard as near as 50 feet to the south of the project site.

Construction-Related Sensitive Receptor Impacts

Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

Local Criteria Pollutant Impacts from Construction

The local air quality impacts from construction of the proposed project has been analyzed above in Section 10.3 and found that the construction of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, construction of the proposed project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30 year exposure period for the nearby sensitive receptors (OEHHA, 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, due to the limitations in off-road construction equipment DPM emissions from implementation of Section 2448, a less than significant short-term toxic air contaminant impacts would occur during construction of the proposed project. As such, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions. Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis provided above in Section 9.3 shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, operation of the proposed project would result in a less than significant exposure of offsite sensitive receptors to substantial pollutant concentrations.

Local Criteria Pollutant Impacts from Onsite Operations

The local air quality impacts from the operation of the proposed project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided above in Section 9.3 found that the operation of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 8.2. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts

The proposed project consists of development of a business park that would generate DPM emissions from truck traffic and delivery trucks and would generate emissions from gasoline dispensing and storage activities, which is also a known source of TAC emissions.

Proposed Gas Station Toxic Air Contaminant Emissions

The proposed project would include a 10 fueling position gas station on the southeastern portion of the project site that is anticipated to have a maximum throughput of 2.0 million gallons of gasoline per year. The SCAQMD provides the RiskTool (V1.103) that calculates the cancer risk from gasoline stations that can be found at http://www.aqmd.gov/home/permits/risk-assessment. The RiskTool has been utilized to calculate the cancer risk at the nearest resident and the RiskTool printout is provided in Appendix C. According to guidance provided by SCAQMD staff, the distance to nearest residents entered into the RiskTool is based on the distance from the nearest residential property line to the center of the proposed gas station canopy, which measures 160 feet (49 meters) for the proposed gas station distance to the mobile home park to the south.

The RiskTool found that the proposed project would create a cancer risk of **3.3 per million persons** at the mobile homes to the south. The project-related cancer risk of 3.3 per million persons would be within the SCAQMD's threshold of 10 per million detailed above in Section 9.3. As such, the TAC emissions and associated cancer risks from the proposed gas station would result in a less than significant impact to the nearby residents.

Proposed Diesel Truck Toxic Air Contaminant Emissions

Operation of the proposed project would generate diesel truck emissions, which are known sources of TACs, from truck traffic and delivery trucks. The TAC impacts to the nearby sensitive receptors have been analyzed through use of the AERMOD model and the model input parameters detailed above in Section 6.3. Health risks from TACs are twofold. First, TACs are carcinogens according to the State of California. Second, short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. Each of these health risks is discussed below.

Cancer Risks

According to the OEHHA Guidance (OEHHA, 2015) and *Risk Assessment Procedures for Rules 1401, 1401.1 and 212*, (SCAQMD, 2017), the cancer risk should be calculated using the following formula:

Cancer Risk = [Dose-inh (mg/(Kg-day)] * [Cancer Potency Factor (kg-day)/mg]*[1x10^6] * Age Sensitivity Factor * Fraction of Time at Home

$$\text{Dose-inh} = (C_{air} * DBR * A * EF * ED * 10^6) / AT$$

Where:

C_{air}	[Concentration in air (µg/m^3)] = (Calculated by AERMOD Model)
DBR	[Daily breathing rate (L/kg body weight – day)]
A	[Inhalation absorption factor]
EF	[Exposure frequency (days/year)]
ED	[Exposure duration (years)]
10^6	[Micrograms to milligrams conversion]
AT	[Average time period over which exposure is averaged in days]

The cancer risk parameters used in this evaluation for the nearby residential uses are shown in Table X.

Table X – Cancer Risk Calculation Parameters

Parameter	Operations		
	2025 – 2027 (3rd Trimester to 2 years)	**2027 – 2041 (2 to 16 years)**	**2041 – 2054 (16 to 30 years)**
Cancer Potency Factor (mg/kg-day) for DPM	1.1	1.1	1.1
Daily Breathing Rate (L/kg body weight-day)	1,009(1)	572	261
Inhalation Absorption Factor	1	1	1
Exposure Frequency (days/year)	350	350	350
Exposure Duration (years)	2.25	14	13.75
Age Sensitivity Factor	10	3	1
Fraction of Time at Home	1.0	1.0	1.0
Averaging Time[2] (days)	25,550	25,550	25,550
Potential Cancer Risk =	C_{air} * 342	C_{air} * 362	C_{air} * 39.5

Notes:

[1] Based on 95th percentile breathing rate of 361 for 3rd trimester for 3 months and 1,090 for 0 to 2 years for 24 months (OEHHA, 2015; SCAQMD, 2017).

[2] Based on a 70-year average lifetime (OEHHA, 2015; SCAQMD, 2017)

Table Y provides a summary of the calculated diesel emission concentrations at the nearest sensitive receptors and Appendices D, E, and F provide the AERMOD printouts.

Table Y – Diesel Truck DPM Emissions Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor[1]	Receptor Location X	Receptor Location Y	Annual PM10 Concentration ($\mu g/m^3$) 2025-2027	2027- 2041	2041-2054	Cancer Risk Per Million People[2]
1	580,086	3,722,773	0.0025	0.0022	0.0021	1.8
2	580,122	3,722,774	0.0030	0.0027	0.0025	2.1
3	580,172	3,722,775	0.0030	0.0026	0.0025	2.1
4	580,242	3,722,717	0.0017	0.0015	0.0014	1.2
5	580,289	3,722,738	0.0018	0.0016	0.0015	1.2
6	580,337	3,722,732	0.0016	0.0014	0.0013	1.1
7	579,963	3,722,704	0.0010	0.0009	0.0009	0.7
8	579,927	3,722,644	0.0008	0.0007	0.0007	0.5
9	579,519	3,722,783	0.0007	0.0006	0.0006	0.5
10	579,466	3,722,781	0.0006	0.0006	0.0005	0.4
11	579,393	3,722,779	0.0006	0.0005	0.0005	0.4
					Threshold of Significance	**10**
					Exceed Threshold?	**No**

Notes:
[1] The locations of each Sensitive Receptor are shown above in Figure 3.
[2] The residential cancer risk based on: C_{air} (2022-2023) * 342 + C_{air} (2023-2038) * 362 + C_{air} (2038-2051) * 39.5.
Source: Calculated from ISC-AERMOD View Version 9.9.0.

Table Y shows that the cancer risk from the proposed project's diesel truck TAC emissions would be as high as 2.1 per million persons at the mobile homes located south of the project site (Sensitive Receptors 2 and 3). When combined with the gas station TAC emissions, this would result in a cancer risk as high as **5.4 per million persons** at the mobile homes located south of the project site. The combined project-related cancer risk from diesel truck and gas station TAC emissions would be within the SCAQMD's threshold of 10 per million persons. Therefore, operation of the proposed project would result in a less than significant impact due to the cancer risk from TAC emissions.

Non-Cancer Risks

In addition to the cancer risk from exposure to TAC emissions there is also the potential TAC exposure may result in adverse health impacts from acute and chronic illnesses, which are detailed below.

Chronic Health Impacts

Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. The chronic hazard index is based on the most impacted sensitive receptor from the proposed project and is calculated from the annual average concentrations of PM10. The relationship for non-cancer chronic health effects is given by the equation:

$$HI_{DPM} = C_{DPM} / REL_{DPM}$$

Where,

HI_{DPM} = Hazard Index; an expression of the potential for non-cancer health effects.

C_{DPM} = Annual average diesel particulate matter concentration in $\mu g/m^3$.

REL_{DPM}= Reference Exposure Level (REL) for diesel particulate matter; the diesel particulate matter concentration at which no adverse health effects are anticipated.

The REL_{DPM} is 5 $\mu g/m^3$. The Office of Environmental Health Hazard Assessment has established this concentration as protective for the respiratory system. As shown above in Table Y, the AERMOD model found that the highest annual off-site concentration is 0.0030 $\mu g/m^3$ for DPM chronic non-cancer risk emissions. The resulting Hazard Index is:

$$HI_{DPM} = 0.0030 / 5 = 0.0006$$

The criterion for significance is a Chronic Hazard Index increase of 1.0 or greater, which is detailed above in Section 9.3. Therefore, the on-going operations of the proposed project would result in a less than significant impact due to the non-cancer chronic health risk from TAC emissions created by the proposed project.

Acute Health Impacts

Acute health effects are characterized by sudden and severe exposure and rapid absorption of a TAC. Normally, a single large exposure is involved. Acute health effects are often treatable and reversible. The acute hazard index is calculated from the maximum 24-hour concentrations of PM10 at the point of maximum impact (PMI), which has been calculated with the AERMOD model and the parameters detailed above in Section 8.3. The relationship for non-cancer acute health effects is given by the equation:

$$AHI = C / AREL$$

Where,

AHI = Acute Hazard Index; an expression of the potential for non-cancer health effects.

C = Maximum hourly concentration of either PM10 in $\mu g/m^3$.

AREL = Acute Reference Exposure Level.

No acute risk has been found to be directly created from DPM, so there is no AREL assigned to DPM, however in order to provide an DPM equivalent AREL, the ARELs from all of the other TACs that are emitted in diesel exhaust were added together based on their diesel weighting shown above in Table B. This resulted in a diesel emission weighted equivalent AREL of 2,189 $\mu g/m^3$. The AERMOD model found that the highest 24-hour concentration at the PMI is 0.0054 $\mu g/m^3$ for DPM equivalent acute non-cancer risk emissions and Appendix D provides the 24-hour concentrations during year 2025-2027 operations, which was found to create the highest 24-hour DPM concentrations in the AERMOD model. The resulting Hazard Index is:

$$AHI = 0.0054 / 2,189 = 0.0000025$$

The criterion for significance is an Acute Hazard Index increase of 1.0 or greater, which is detailed above in Section 9.3. Therefore, the on-going operations of the proposed project would result in a less than significant impact due to the non-cancer acute health risk from TAC emissions created by the proposed project.

The on-going operations of the proposed Therefore, operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Level of Significance

Less than significant impact.

10.5 Odor Emissions

The proposed project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Operations-Related Odor Impacts

The proposed project would consist of the development of a of a business park project that would include the following building types: Large Warehouses, Small Warehouses, Small Business, Personal Vehicle Storage, Self-Storage, and Retail comprised of a Service Station/Mini Mart and Fast Food Restaurant with Drive-Thru. In addition, the applicant is requesting a General Plan Amendment (GPA) and zone change to allow for commercial cannabis-related uses. The requested GPA and zone change will allow for cannabis cultivation, processing, testing, manufacturing and/or wholesale distribution within the business park.

Operation of the proposed project may create odors from commercial cannabis activities, gas dispensing activities, diesel truck emissions, and from trash storage bins. Pursuant to SCAQMD Rule 461 the proposed gas station will be required to utilize gas dispensing equipment that minimizes vapor and liquid leaks and requires that the equipment be maintained at proper working order, which will minimize odor impacts occurring from the gasoline and diesel dispensing facilities. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently from truck loading and unloading activities at the project site and would not likely be noticeable for extended periods of time beyond the project site boundaries. As such, through compliance with SCAQMD's Rule 461 and City trash storage regulations, less than significant odor impacts would occur from these odor sources. However, commercial cannabis operations have the potential to create significant odor impacts to nearby sensitive receptors. Therefore, a potentially significant odor impact may occur from commercial cannabis operations.

Mitigation Measure 1 is provided that would require the preparation of an Odor Management Plan to be prepared prior to the issuance of certificate of occupancy for any commercial cannabis business that is located within the business park.

The majority of the odors of cannabis come from a class of chemicals called terpenes. Terpenes are among the most common compounds produced by flowering plants and vary widely between each plant. Cannabis produces over 140 different terpenes and these chemicals are found in varying concentrations in different cannabis varieties. There are a variety of measures that may be incorporated into the Odor Management Plan that may include the use of carbon filters, negative ion generators, air tight seals, as well as negative air pressure, in order to minimize the amount of odors that are emitted from any cannabis operations. As such, through implementation of Mitigation Measure 1, the commercial cannabis odor impacts would be reduced to less than significant levels.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 1

An Odor Management Plan shall be prepared and approved by the City's Building Department prior to the issuance of a certificate of occupancy for any commercial cannabis business that would be located within the proposed business park. The Odor Management Plan shall demonstrate that the emission of odors from the cannabis operations will be minimized through the use carbon filters, negative ion generators, air tight seals, and/or negative air pressure mechanical forced air systems.

Level of Significance After Mitigation

Less than significant impact.

10.6 Energy Consumption

The proposed project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2019, Imperial Irrigation District, which provides electricity to the project vicinity provided 3,322 Gigawatt-hours per year of electricity[2].

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2019, Riverside County consumed 452.99 Million Therms of natural gas[3].

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. In 2017, 1,052 million gallons of gasoline and 148 million gallons of diesel was sold in Riverside County[4].

The following section calculates the potential energy consumption associated with the construction and operations of the proposed project and provides a determination if any energy utilized by the proposed project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The construction activities for the proposed project are anticipated to include site preparation and grading of the 42.69-acre-acre project site, building construction of the business park, paving of the onsite roads and parking areas and application of architectural coatings. The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery and haul truck trips (e.g. hauling of material to disposal facilities);

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2 Obtained from: http://www.ecdms.energy.ca.gov/elecbyutil.aspx

3 Obtained from: http://www.ecdms.energy.ca.gov/gasbycounty.aspx

4 Obtained from: https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/

2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction the proposed project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the project site by Imperial Irrigation District and would be obtained from the existing electrical lines in the vicinity of the project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there are currently power lines in the vicinity of the project site, it is anticipated that only nominal improvements would be required to Imperial Irrigation District distribution lines and equipment with development of the proposed project. Compliance with City's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Natural Gas

Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since the project site is currently has natural gas service in the vicinity of the project site, construction of the proposed project would be limited to installation of new natural gas connections within the project site. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the proposed project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions shown above in Section 8.2, which found that the off-road equipment utilized during construction of the proposed project would consume 157,075 gallons of fuel. The on-road construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions shown above in Section 8.2, which found that the on-road trips generated from construction of the proposed project would consume 224,430 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the proposed project would result in the consumption of 379,505 gallons of petroleum fuel. This equates to 0.03 percent of the gasoline and diesel consumed annually in Riverside County. As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The on-going operation of the proposed project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

Operations-Related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. As detailed above in Section 8.3 the proposed project would consume 4,681,590 kilowatt-hours per year of electricity. This equates to 0.14 percent of the electricity consumed annually by Imperial Irrigation District. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the Imperial Irrigation District service area.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of electricity, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed business park, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed structures. Therefore, it is anticipated the proposed project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, the project would not result in the wasteful or inefficient use of electricity and no mitigation measures would be required.

<u>Operations-Related Natural Gas</u>

Operation of the proposed project would result in increased consumption of natural gas at the project site. As detailed above in Section 8.3 the proposed project would consume 3,230 MBTU per year of natural gas. This equates to 0.007 percent of the natural gas consumed annually in Riverside County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed business park, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required

<u>Operations-Related Vehicular Petroleum Fuel Usage</u>

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. As detailed above in Section 8.2 the proposed project would consume 292,422 gallons of petroleum fuel per year from vehicle travel. This equates to 0.02 percent of the gasoline and diesel consumed annually in Riverside County. As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates. Therefore, it is anticipated the proposed project will be designed and built to minimize transportation energy and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

In conclusion, the proposed project would comply with regulatory compliance measures outlined by the State and County related to Air Quality, Greenhouse Gas Emissions (GHG), Transportation/Circulation, and Water Supply. Additionally, the proposed project would be constructed in accordance with all applicable City Building and Fire Codes. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant.

Level of Significance

Less than significant impact.

10.7 Energy Plan Consistency

The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the proposed project is the City of Coachella General Plan Update, adopted April 22, 2015. The proposed project's consistency with the applicable energy-related policies in the Sustainability and Natural Environment Section of the General Plan are shown in Table Z.

Table Z – Proposed Project Compliance with Applicable General Plan Energy Policies

Policy No.	General Plan Policy	Proposed Project Implementation Actions
2.2	**Passive solar design.** Require new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.	**Consistent.** The proposed structures will be designed in consideration of solar orientation, thermal mass, use of natural daylight, ventilation, and shading. In addition, the proposed structures will be designed to meet the 2019 Title 24 Part 6 building standards that require enhanced insulation in order to reduce energy usage and associated emissions.
2.3	**Alternative energy.** Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.	**Consistent.** The proposed structures will be designed to meet the 2019 Title 24 Part 11 building standards that require the roofs of all non-residential structures to be designed to be solar-ready, which includes the roofs to be structurally designed for the additional load of the PV solar panels as well as installation of conduit for the future PV systems.
2.5	**Construction standards.** Consider and evaluate new construction practices and standards that increase building energy efficiency.	**Consistent.** Construction activities for the proposed project will utilize new construction practices and standards that increase building energy efficiency.
2.6	**Energy performance targets – new construction.** Require new construction to exceed Title 24 energy efficiency standards by 15 percent and incorporate solar photovoltaics.	**Consistent.** The proposed structures will be designed to meet the 2019 or latter Title 24 energy efficiency standards, which are 30 percent more efficient than the 2016 Title 24 standards, and even more efficient than the 2013 Title 24 standards that were in effect when the General Plan was prepared.
2.9	**Energy-efficient street lighting**. Implement a program to install the latest energy-efficient technologies for street and parking lot lights to meet City and state standards.	**Consistent.** The 2019 Title 24 standards require that all street lighting utilize LED type of lights, which are the most efficient lighting currently available.
2.10	**New industries.** Actively promote the City as a place for renewable energy generation, and a place for energy conservation businesses to locate.	**Consistent.** The project applicant will promote the proposed business park for all sorts of businesses, including businesses interested in energy conservation.
2.12	**Solar access.** Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.	**Consistent.** There is currently no structures or solar panels in the immediate vicinity of the project site. As such, no impairment of solar access would occur with development of the proposed project.

Source: City of Coachella, 2015.

As shown in Table Z, the proposed project would be consistent with all applicable energy-related policies from the General Plan. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Level of Significance

Less than significant impact.

10.8 Generation of Greenhouse Gas Emissions and Consistency With Applicable Plan

The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The applicable plan for the proposed project is the *Climate Action Public Draft City of Coachella* (CAP) that was developed in order to be utilized as a tiering document for the streamlined review of project-level GHG emissions under CEQA for development projects within the City. As detailed above in Section 9.6, the CAP provides multiple paths to show compliance with the CAP and this analysis will utilize the path of meeting the City's performance target to show compliance with the CAP.

As detailed above in Section 9.6, the service population reduction targets established in the CAP of 15 percent below year 2010 levels by year 2020 and 49 percent below year 2010 levels by year 2035 were developed to meet the statewide emissions targets provided in Executive Order S-03-5 that require GHG emissions to be reduced to 1990 levels by 2020 and reduced to 80 percent below 1990 levels by 2050. Since, as detailed above, it is not possible to demonstrate that the proposed project would be within the CAP service population targets, this analysis has utilized the CAP's GHG emission reduction target of 26 percent below business-as-usual year 2010 emissions level by opening year 2025. The 26 percent reduction by opening year 2025 was calculated by linear project of the CAP's 15 percent reduction target for the year 2020 and 49 percent reduction target for the year 2035.

In order to determine if the proposed project would comply with the GHG emissions reduction targets in the CAP, the GHG emissions from the proposed project were analyzed for both business-as-usual year 2010 and project opening year 2025. The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed in Section 8.1 above. A summary of the results is shown below in Table AA and the CalEEMod model run annual printouts for the year 2010 are provided in Appendix G and the year annual printouts for the opening year 2025 are provided in Appendix H.

Table AA – Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e
Year 2010 BAU Emissions				
Area Sources[1]	0.02	0.00	0.00	0.03
Energy Usage[2]	3,016.34	0.07	0.03	3,027.00
Mobile Sources[3]	4,946.39	0.73	0.00	4,964.63
Off-Road Equipment[4]	116.39	0.03	0.00	117.23
Solid Waste[5]	158.86	9.39	0.00	393.57
Water and Wastewater[6]	1,012.38	4.75	0.10	1,213.09
Construction[7]	121.68	0.02	0.00	122.10
Total 2010 Emissions	**9,372.05**	**14.99**	**0.13**	**9,837.64**
Year 2025 Emissions				
Area Sources[1]	0.02	0.00	0.00	0.03
Energy Usage[2]	1,892.25	0.05	0.02	1,899.40
Mobile Sources[3]	3,333.84	0.18	0.00	3,338.39
Off-Road Equipment[4]	104.75	0.03	0.00	105.59
Solid Waste[5]	79.43	4.69	0.00	196.79
Water and Wastewater[6]	624.52	4.00	0.10	754.30
Construction[7]	121.68	0.02	0.00	122.10
Total 2025 Emissions	**6,156.48**	**8.97**	**0.12**	**6,416.59**
Percent Reduction between 2010 and 2025				**34.8%**
City of Coachella Reduction Target for Opening Year 2025				**26%**
			Exceed Threshold?	**No**

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[5] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2016.3.2.

The data provided in Table AA shows that the proposed project would create 9,837.64 $MTCO_2e$ per year based on business-as-usual year 2010 GHG emissions rates and would create 6,416.59 $MTCO_2e$ per year in the project opening year 2025, which is based on approved Statewide GHG reduction regulations that would be fully implemented by year 2025. More specifically the approved Statewide GHG reduction regulations include, but are not limited to implementation of: EO N-79-20 that requires all passenger vehicles sold in California to be zero-emission by 2035 and commercial trucks to be zero emission by 2045, EO S-1-07, that establishes performance standards for the carbon intensity of transportation fuels; AB 149, which limits GHG emissions from new vehicles sold in California; AB 341 that reduces solid waste transferred to landfills; CCR Title 24, Part 6 2016 Building Energy Efficiency Standards; and CCR Title 24 Part 11 2016 CalGreen Standards that improves the energy efficiency of the proposed project.

Table AA shows that the proposed project's GHG emissions would be reduced by 34.8 percent and would meet the GHG emissions reduction target of 26 percent below year 2010 emissions level by opening year

2025 as detailed in the CAP. Therefore, the proposed project is consistent with the CAP and would not conflict with the applicable plan adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

Level of Significance

Less than significant impact.

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APPENDIX A

CalEEMod Model Daily Printouts

Coachella Airport Business Park

Riverside-Salton Sea County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	486.90	1000sqft	23.03	486,900.00	0
Unrefrigerated Warehouse-No Rail	128.60	1000sqft	6.30	128,600.00	0
Parking Lot	686.00	Space	12.73	274,400.00	0
Fast Food Restaurant with Drive Thru	4.65	1000sqft	0.23	4,650.00	0
Convenience Market With Gas Pumps	10.00	Pump	0.06	4,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	15			**Operational Year**	2025
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	809.89	**CH4 Intensity (lb/MWhr)**	0.02	**N2O Intensity (lb/MWhr)**	0.008

1.3 User Entered Comments & Non-Default Data

Coachella Airport Business Park - Riverside-Salton Sea County, Summer

Project Characteristics - IID Intensity Factors obtained from CPA and SB 100

Land Use - Total Project Site: 42.36 acres

Construction Phase - Construction schedule provided by applicant

Trips and VMT - 6 vendor trips per day added to Site Prep and Grading phases to account for water truck emissions

Grading - 21,040 cu yds imported

Architectural Coating - Non Residential interior Architectural Coating VOC set to 100 grams/liter per SCAQMD Rule 1113 minimum requirements

Vehicle Trips - Daily Trip Rates from TIA.

Construction Off-road Equipment Mitigation - Water Exposed Area 2x per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation - Improve Ped Network on Project Site. Distance to Transit Station 0.01 mile (Sunline Bus Stop adjacent to project site)

Energy Mitigation - 30% lighting energy reduction selected to account for the 2019 Title 24 standards,

Water Mitigation - Low flow fixtures and water-efficient irrigation were selected to account for 2019 Title 24 part 11 requirements

Waste Mitigation - 50% reduction in solid waste selected to account for AB 341

Operational Off-Road Equipment - 6 CNG Forklifts 8 hours per day

Fleet Mix - Fleet Mix - Trucks analyzed under Industrial Park land use. Trucks removed from all other land uses

Off-road Equipment - 2 Scrapers added to Grading (4 total)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_Nonresidential_Exterior	312075	314413
tblAreaCoating	Area_Nonresidential_Interior	936225	943238
tblAreaCoating	Area_Parking	16464	16488
tblConstructionPhase	NumDays	55.00	261.00
tblConstructionPhase	NumDays	55.00	261.00
tblFleetMix	HHD	0.07	0.00
tblFleetMix	HHD	0.07	0.00
tblFleetMix	HHD	0.07	0.20
tblFleetMix	HHD	0.07	0.00

tblFleetMix	LDA	0.55	0.63
tblFleetMix	LDA	0.55	0.63
tblFleetMix	LDA	0.55	0.42
tblFleetMix	LDA	0.55	0.63
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.03
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LDT2	0.19	0.14
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD1	0.01	0.04
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	4.5300e-003	0.00
tblFleetMix	LHD2	4.5300e-003	0.00
tblFleetMix	LHD2	4.5300e-003	0.02
tblFleetMix	LHD2	4.5300e-003	0.00
tblFleetMix	MCY	4.4460e-003	4.0000e-003
tblFleetMix	MCY	4.4460e-003	4.0000e-003
tblFleetMix	MCY	4.4460e-003	3.0000e-003
tblFleetMix	MCY	4.4460e-003	4.0000e-003
tblFleetMix	MDV	0.11	0.12
tblFleetMix	MDV	0.11	0.12
tblFleetMix	MDV	0.11	0.08

Coachella Airport Business Park - Riverside-Salton Sea County, Summer

tblFleetMix	MDV	0.11	0.12
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.07
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblGrading	MaterialImported	0.00	21,040.00
tblLandUse	LandUseSquareFeet	1,411.75	4,000.00
tblLandUse	LotAcreage	11.18	23.03
tblLandUse	LotAcreage	2.95	6.30
tblLandUse	LotAcreage	6.17	12.73
tblLandUse	LotAcreage	0.11	0.23

tblLandUse	LotAcreage	0.03	0.06
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	6.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.02
tblProjectCharacteristics	CO2IntensityFactor	1270.9	809.89
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.008
tblSolidWaste	SolidWasteGenerationRate	120.88	125.28
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	147.00	148.00
tblTripsAndVMT	WorkerTripNumber	377.00	379.00
tblTripsAndVMT	WorkerTripNumber	75.00	76.00
tblVehicleTrips	ST_TR	204.47	231.52
tblVehicleTrips	ST_TR	722.03	470.95
tblVehicleTrips	ST_TR	2.49	3.37
tblVehicleTrips	ST_TR	1.68	1.51
tblVehicleTrips	SU_TR	166.88	231.52
tblVehicleTrips	SU_TR	542.72	470.95
tblVehicleTrips	SU_TR	0.73	3.37
tblVehicleTrips	SU_TR	1.68	1.51
tblVehicleTrips	WD_TR	542.60	231.52
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	1.68	1.51
tblWater	IndoorWaterUseRate	29,738,750.00	30,821,000.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2021	6.3117	75.9900	46.5541	0.1217	18.2470	2.8432	20.2932	9.9793	2.6166	11.8619	0.0000	12,045.1932	12,045.1932	3.0704	0.0000	12,121.9525
2022	5.5085	64.2068	43.3784	0.1214	9.9041	2.3541	12.2582	3.9174	2.1665	6.0839	0.0000	12,015.3489	12,015.3489	3.0657	0.0000	12,091.9921
2023	3.0929	24.4131	27.3141	0.0865	3.9134	0.7259	4.6394	1.0549	0.6828	1.7377	0.0000	8,675.5364	8,675.5364	0.8691	0.0000	8,697.2637
2024	35.7114	34.2458	45.0960	0.1177	4.6748	1.1731	5.8479	1.2569	1.0970	2.3539	0.0000	11,701.8402	11,701.8402	1.5985	0.0000	11,741.8033
Maximum	**35.7114**	**75.9900**	**46.5541**	**0.1217**	**18.2470**	**2.8432**	**20.2932**	**9.9793**	**2.6166**	**11.8619**	**0.0000**	**12,045.1932**	**12,045.1932**	**3.0704**	**0.0000**	**12,121.9525**

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2021	6.3117	75.9900	46.5541	0.1217	8.3105	2.8432	10.3568	4.5174	2.6166	6.4000	0.0000	12,045.1932	12,045.1932	3.0704	0.0000	12,121.9525
2022	5.5085	64.2068	43.3784	0.1214	5.1142	2.3541	7.4683	1.9364	2.1665	4.1029	0.0000	12,015.3489	12,015.3489	3.0657	0.0000	12,091.9921
2023	3.0929	24.4131	27.3141	0.0865	3.9134	0.7259	4.6394	1.0549	0.6828	1.7377	0.0000	8,675.5364	8,675.5364	0.8691	0.0000	8,697.2637
2024	35.7114	34.2458	45.0960	0.1177	4.6748	1.1731	5.8479	1.2569	1.0970	2.3539	0.0000	11,701.8402	11,701.8402	1.5985	0.0000	11,741.8033
Maximum	**35.7114**	**75.9900**	**46.5541**	**0.1217**	**8.3105**	**2.8432**	**10.3568**	**4.5174**	**2.6166**	**6.4000**	**0.0000**	**12,045.1932**	**12,045.1932**	**3.0704**	**0.0000**	**12,121.9525**

	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**	**40.08**	**0.00**	**34.22**	**45.92**	**0.00**	**33.77**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	lb/day										lb/day					
Area	17.5113	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Energy	0.0955	0.8678	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660		1,041.4108	1,041.4108	0.0200	0.0191	1,047.5994
Mobile	7.4121	40.8724	47.5023	0.2551	15.8673	0.1399	16.0072	4.2648	0.1307	4.3955		26,305.7718	26,305.7718	1.1731		26,335.0989
Offroad	0.5213	4.9112	6.8025	9.1700e-003		0.2629	0.2629		0.2419	0.2419		888.1850	888.1850	0.2873		895.3664
Total	**25.5402**	**46.6526**	**55.1678**	**0.2695**	**15.8673**	**0.4693**	**16.3366**	**4.2648**	**0.4390**	**4.7038**		**28,235.6557**	**28,235.6557**	**1.4811**	**0.0191**	**28,278.3715**

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	lb/day										lb/day					
Area	17.5113	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Energy	0.0955	0.8678	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660		1,041.4108	1,041.4108	0.0200	0.0191	1,047.5994
Mobile	7.1416	38.5101	39.6809	0.2043	11.8986	0.1132	12.0118	3.1981	0.1056	3.3037		21,089.0870	21,089.0870	1.0681		21,115.7903
Offroad	0.5213	4.9112	6.8025	9.1700e-003		0.2629	0.2629		0.2419	0.2419		888.1850	888.1850	0.2873		895.3664
Total	**25.2697**	**44.2904**	**47.3464**	**0.2187**	**11.8986**	**0.4425**	**12.3411**	**3.1981**	**0.4139**	**3.6120**		**23,018.9709**	**23,018.9709**	**1.3761**	**0.0191**	**23,059.0628**

	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	**1.06**	**5.06**	**14.18**	**18.84**	**25.01**	**5.71**	**24.46**	**25.01**	**5.72**	**23.21**	**0.00**	**18.48**	**18.48**	**7.09**	**0.00**	**18.46**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/5/2021	11/15/2021	5	30	
2	Grading	Grading	11/16/2021	2/28/2022	5	75	
3	Building Construction	Building Construction	3/1/2022	12/30/2024	5	740	
4	Paving	Paving	1/1/2024	12/30/2024	5	261	
5	Architectural Coating	Architectural Coating	1/1/2024	12/30/2024	5	261	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 187.5

Acres of Paving: 12.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 936,225; Non-Residential Outdoor: 312,075; Striped Parking Area: 16,464 (Architectural Coating – sqft)

OffRoad Equipment

Coachella Airport Business Park - Riverside-Salton Sea County, Summer

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	4	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	6.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	6.00	2,630.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	379.00	148.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	76.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

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	lb/day										lb/day					
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
Vendor	0.0128	0.5209	0.0918	1.3200e-003	0.0301	8.5000e-004	0.0310	8.6700e-003	8.1000e-004	9.4800e-003		138.8654	138.8654	0.0114		139.1495
Worker	0.0702	0.0376	0.5150	1.4500e-003	0.1506	9.2000e-004	0.1515	0.0400	8.4000e-004	0.0408		144.4138	144.4138	3.5100e-003		144.5015
Total	**0.0831**	**0.5585**	**0.6067**	**2.7700e-003**	**0.1807**	**1.7700e-003**	**0.1825**	**0.0486**	**1.6500e-003**	**0.0503**		**283.2792**	**283.2792**	**0.0149**		**283.6510**

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	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**8.1298**	**2.0445**	**10.1743**	**4.4688**	**1.8809**	**6.3497**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

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	lb/day										lb/day					
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
Vendor	0.0128	0.5209	0.0918	1.3200e-003	0.0301	8.5000e-004	0.0310	8.6700e-003	8.1000e-004	9.4800e-003		138.8654	138.8654	0.0114		139.1495
Worker	0.0702	0.0376	0.5150	1.4500e-003	0.1506	9.2000e-004	0.1515	0.0400	8.4000e-004	0.0408		144.4138	144.4138	3.5100e-003		144.5015
Total	**0.0831**	**0.5585**	**0.6067**	**2.7700e-003**	**0.1807**	**1.7700e-003**	**0.1825**	**0.0486**	**1.6500e-003**	**0.0503**		**283.2792**	**283.2792**	**0.0149**		**283.6510**

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	lb/day										lb/day					
Fugitive Dust					8.7089	0.0000	8.7089	3.6019	0.0000	3.6019			0.0000			0.0000
Off-Road	6.0501	67.8054	44.8878	0.0923		2.8181	2.8181		2.5927	2.5927		8,942.866 5	8,942.866 5	2.8923		9,015.174 1
Total	**6.0501**	**67.8054**	**44.8878**	**0.0923**	**8.7089**	**2.8181**	**11.5270**	**3.6019**	**2.5927**	**6.1945**		**8,942.866 5**	**8,942.866 5**	**2.8923**		**9,015.174 1**

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	lb/day										lb/day					
Hauling	0.1707	7.6220	1.0023	0.0264	1.1725	0.0232	1.1957	0.3054	0.0222	0.3276		2,803.0015	2,803.0015	0.1628		2,807.0717
Vendor	0.0128	0.5209	0.0918	1.3200e-003	0.0301	8.5000e-004	0.0310	8.6700e-003	8.1000e-004	9.4800e-003		138.8654	138.8654	0.0114		139.1495
Worker	0.0780	0.0418	0.5722	1.6100e-003	0.1673	1.0200e-003	0.1684	0.0444	9.4000e-004	0.0453		160.4598	160.4598	3.8900e-003		160.5572
Total	**0.2616**	**8.1846**	**1.6662**	**0.0293**	**1.3699**	**0.0251**	**1.3950**	**0.3584**	**0.0240**	**0.3824**		**3,102.3267**	**3,102.3267**	**0.1781**		**3,106.7785**

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	lb/day										lb/day					
Fugitive Dust					3.9190	0.0000	3.9190	1.6209	0.0000	1.6209			0.0000			0.0000
Off-Road	6.0501	67.8054	44.8878	0.0923		2.8181	2.8181		2.5927	2.5927	0.0000	8,942.8665	8,942.8665	2.8923		9,015.1741
Total	**6.0501**	**67.8054**	**44.8878**	**0.0923**	**3.9190**	**2.8181**	**6.7371**	**1.6209**	**2.5927**	**4.2135**	**0.0000**	**8,942.8665**	**8,942.8665**	**2.8923**		**9,015.1741**

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	lb/day										lb/day					
Hauling	0.1707	7.6220	1.0023	0.0264	1.1725	0.0232	1.1957	0.3054	0.0222	0.3276		2,803.0015	2,803.0015	0.1628		2,807.0717
Vendor	0.0128	0.5209	0.0918	1.3200e-003	0.0301	8.5000e-004	0.0310	8.6700e-003	8.1000e-004	9.4800e-003		138.8654	138.8654	0.0114		139.1495
Worker	0.0780	0.0418	0.5722	1.6100e-003	0.1673	1.0200e-003	0.1684	0.0444	9.4000e-004	0.0453		160.4598	160.4598	3.8900e-003		160.5572
Total	**0.2616**	**8.1846**	**1.6662**	**0.0293**	**1.3699**	**0.0251**	**1.3950**	**0.3584**	**0.0240**	**0.3824**		**3,102.3267**	**3,102.3267**	**0.1781**		**3,106.7785**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7089	0.0000	8.7089	3.6019	0.0000	3.6019			0.0000			0.0000
Off-Road	5.2633	56.7305	41.7931	0.0925		2.3331	2.3331		2.1465	2.1465		8,951.9984	8,951.9984	2.8953		9,024.3798
Total	**5.2633**	**56.7305**	**41.7931**	**0.0925**	**8.7089**	**2.3331**	**11.0420**	**3.6019**	**2.1465**	**5.7484**		**8,951.9984**	**8,951.9984**	**2.8953**		**9,024.3798**

3.3 Grading - 2022

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	lb/day										lb/day					
Hauling	0.1603	6.9448	0.9726	0.0261	0.9978	0.0192	1.0170	0.2625	0.0184	0.2809		2,771.071 5	2,771.071 5	0.1562		2,774.976 9
Vendor	0.0120	0.4939	0.0853	1.3000e-003	0.0301	7.1000e-004	0.0308	8.6700e-003	6.8000e-004	9.3500e-003		137.6792	137.6792	0.0108		137.9480
Worker	0.0729	0.0376	0.5274	1.5500e-003	0.1673	9.9000e-004	0.1683	0.0444	9.1000e-004	0.0453		154.5999	154.5999	3.5000e-003		154.6873
Total	**0.2452**	**7.4763**	**1.5853**	**0.0289**	**1.1952**	**0.0209**	**1.2162**	**0.3156**	**0.0200**	**0.3355**		**3,063.350 6**	**3,063.350 6**	**0.1705**		**3,067.612 3**

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	lb/day										lb/day					
Fugitive Dust					3.9190	0.0000	3.9190	1.6209	0.0000	1.6209			0.0000			0.0000
Off-Road	5.2633	56.7305	41.7931	0.0925		2.3331	2.3331		2.1465	2.1465	0.0000	8,951.998 4	8,951.998 4	2.8953		9,024.379 8
Total	**5.2633**	**56.7305**	**41.7931**	**0.0925**	**3.9190**	**2.3331**	**6.2521**	**1.6209**	**2.1465**	**3.7673**	**0.0000**	**8,951.998 4**	**8,951.998 4**	**2.8953**		**9,024.379 8**

3.3 Grading - 2022

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	lb/day										lb/day					
Hauling	0.1603	6.9448	0.9726	0.0261	0.9978	0.0192	1.0170	0.2625	0.0184	0.2809		2,771.071 5	2,771.071 5	0.1562		2,774.976 9
Vendor	0.0120	0.4939	0.0853	1.3000e-003	0.0301	7.1000e-004	0.0308	8.6700e-003	6.8000e-004	9.3500e-003		137.6792	137.6792	0.0108		137.9480
Worker	0.0729	0.0376	0.5274	1.5500e-003	0.1673	9.9000e-004	0.1683	0.0444	9.1000e-004	0.0453		154.5999	154.5999	3.5000e-003		154.6873
Total	**0.2452**	**7.4763**	**1.5853**	**0.0289**	**1.1952**	**0.0209**	**1.2162**	**0.3156**	**0.0200**	**0.3355**		**3,063.350 6**	**3,063.350 6**	**0.1705**		**3,067.612 3**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.2951	12.1839	2.1032	0.0322	0.7425	0.0176	0.7601	0.2139	0.0168	0.2307		3,396.087 5	3,396.087 5	0.2652		3,402.717 8
Worker	1.3813	0.7125	9.9944	0.0294	3.1710	0.0188	3.1898	0.8411	0.0173	0.8584		2,929.667 7	2,929.667 7	0.0663		2,931.324 3
Total	**1.6764**	**12.8965**	**12.0976**	**0.0616**	**3.9135**	**0.0364**	**3.9498**	**1.0549**	**0.0341**	**1.0891**		**6,325.755 2**	**6,325.755 2**	**0.3315**		**6,334.042 1**

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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.2951	12.1839	2.1032	0.0322	0.7425	0.0176	0.7601	0.2139	0.0168	0.2307		3,396.087 5	3,396.087 5	0.2652		3,402.717 8
Worker	1.3813	0.7125	9.9944	0.0294	3.1710	0.0188	3.1898	0.8411	0.0173	0.8584		2,929.667 7	2,929.667 7	0.0663		2,931.324 3
Total	**1.6764**	**12.8965**	**12.0976**	**0.0616**	**3.9135**	**0.0364**	**3.9498**	**1.0549**	**0.0341**	**1.0891**		**6,325.755 2**	**6,325.755 2**	**0.3315**		**6,334.042 1**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.2267	9.3860	1.8521	0.0313	0.7425	7.8700e-003	0.7503	0.2139	7.5200e-003	0.2214		3,301.9413	3,301.9413	0.2018		3,306.9860
Worker	1.2934	0.6422	9.2180	0.0283	3.1710	0.0183	3.1893	0.8411	0.0169	0.8580		2,818.3852	2,818.3852	0.0595		2,819.8716
Total	**1.5201**	**10.0282**	**11.0701**	**0.0596**	**3.9134**	**0.0262**	**3.9396**	**1.0549**	**0.0244**	**1.0793**		**6,120.3265**	**6,120.3265**	**0.2613**		**6,126.8577**

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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.2267	9.3860	1.8521	0.0313	0.7425	7.8700e-003	0.7503	0.2139	7.5200e-003	0.2214		3,301.9413	3,301.9413	0.2018		3,306.9860
Worker	1.2934	0.6422	9.2180	0.0283	3.1710	0.0183	3.1893	0.8411	0.0169	0.8580		2,818.3852	2,818.3852	0.0595		2,819.8716
Total	**1.5201**	**10.0282**	**11.0701**	**0.0596**	**3.9134**	**0.0262**	**3.9396**	**1.0549**	**0.0244**	**1.0793**		**6,120.3265**	**6,120.3265**	**0.2613**		**6,126.8577**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.2217	9.3368	1.7839	0.0311	0.7424	7.8100e-003	0.7503	0.2138	7.4700e-003	0.2213		3,286.8210	3,286.8210	0.1972		3,291.7501
Worker	1.2171	0.5821	8.6359	0.0273	3.1710	0.0181	3.1891	0.8411	0.0167	0.8578		2,717.7728	2,717.7728	0.0542		2,719.1274
Total	**1.4388**	**9.9189**	**10.4198**	**0.0584**	**3.9134**	**0.0260**	**3.9394**	**1.0549**	**0.0242**	**1.0791**		**6,004.5937**	**6,004.5937**	**0.2514**		**6,010.8775**

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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.2217	9.3368	1.7839	0.0311	0.7424	7.8100e-003	0.7503	0.2138	7.4700e-003	0.2213		3,286.8210	3,286.8210	0.1972		3,291.7501
Worker	1.2171	0.5821	8.6359	0.0273	3.1710	0.0181	3.1891	0.8411	0.0167	0.8578		2,717.7728	2,717.7728	0.0542		2,719.1274
Total	**1.4388**	**9.9189**	**10.4198**	**0.0584**	**3.9134**	**0.0260**	**3.9394**	**1.0549**	**0.0242**	**1.0791**		**6,004.5937**	**6,004.5937**	**0.2514**		**6,010.8775**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.1278					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1160**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.5 Paving - 2024

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	lb/day										lb/day					
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
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
Worker	0.0482	0.0230	0.3418	1.0800e-003	0.1255	7.2000e-004	0.1262	0.0333	6.6000e-004	0.0340		107.5636	107.5636	2.1400e-003		107.6172
Total	**0.0482**	**0.0230**	**0.3418**	**1.0800e-003**	**0.1255**	**7.2000e-004**	**0.1262**	**0.0333**	**6.6000e-004**	**0.0340**		**107.5636**	**107.5636**	**2.1400e-003**		**107.6172**

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	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.1278					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1160**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.547 2**	**2,207.547 2**	**0.7140**		**2,225.396 3**

3.5 Paving - 2024

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	lb/day										lb/day					
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
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
Worker	0.0482	0.0230	0.3418	1.0800e-003	0.1255	7.2000e-004	0.1262	0.0333	6.6000e-004	0.0340		107.5636	107.5636	2.1400e-003		107.6172
Total	**0.0482**	**0.0230**	**0.3418**	**1.0800e-003**	**0.1255**	**7.2000e-004**	**0.1262**	**0.0333**	**6.6000e-004**	**0.0340**		**107.5636**	**107.5636**	**2.1400e-003**		**107.6172**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.2121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**31.3928**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
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
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
Worker	0.2441	0.1167	1.7317	5.4700e-003	0.6359	3.6400e-003	0.6395	0.1687	3.3500e-003	0.1720		544.9887	544.9887	0.0109		545.2604
Total	**0.2441**	**0.1167**	**1.7317**	**5.4700e-003**	**0.6359**	**3.6400e-003**	**0.6395**	**0.1687**	**3.3500e-003**	**0.1720**		**544.9887**	**544.9887**	**0.0109**		**545.2604**

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	lb/day										lb/day					
Archit. Coating	31.2121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**31.3928**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
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
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
Worker	0.2441	0.1167	1.7317	5.4700e-003	0.6359	3.6400e-003	0.6395	0.1687	3.3500e-003	0.1720		544.9887	544.9887	0.0109		545.2604
Total	**0.2441**	**0.1167**	**1.7317**	**5.4700e-003**	**0.6359**	**3.6400e-003**	**0.6395**	**0.1687**	**3.3500e-003**	**0.1720**		**544.9887**	**544.9887**	**0.0109**		**545.2604**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	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	lb/day										lb/day					
Mitigated	7.1416	38.5101	39.6809	0.2043	11.8986	0.1132	12.0118	3.1981	0.1056	3.3037		21,089.08 70	21,089.08 70	1.0681		21,115.79 03
Unmitigated	7.4121	40.8724	47.5023	0.2551	15.8673	0.1399	16.0072	4.2648	0.1307	4.3955		26,305.77 18	26,305.77 18	1.1731		26,335.09 89

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,315.20	2,315.20	2315.20	783,886	587,825
Fast Food Restaurant with Drive Thru	2,189.92	2,189.92	2189.92	1,298,629	973,823
Industrial Park	1,640.85	1,640.85	1640.85	4,629,675	3,471,726
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	194.19	194.19	194.19	632,248	474,113
Total	6,340.16	6,340.16	6,340.16	7,344,438	5,507,487

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
Convenience Market With Gas	12.50	4.20	5.40	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	12.50	4.20	5.40	2.20	78.80	19.00	29	21	50
Industrial Park	12.50	4.20	5.40	59.00	28.00	13.00	79	19	2
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	12.50	4.20	5.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000
Industrial Park	0.423000	0.027000	0.143000	0.082000	0.039000	0.015000	0.067000	0.201000	0.000000	0.000000	0.003000	0.000000	0.000000
Parking Lot	0.554334	0.035376	0.188722	0.108173	0.012711	0.004530	0.017449	0.070039	0.001415	0.001123	0.004446	0.000892	0.000789
Unrefrigerated Warehouse-No Rail	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	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	lb/day										lb/day					
NaturalGas Mitigated	0.0955	0.8678	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660		1,041.4108	1,041.4108	0.0200	0.0191	1,047.5994
NaturalGas Unmitigated	0.0955	0.8678	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660		1,041.4108	1,041.4108	0.0200	0.0191	1,047.5994

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	lb/day										lb/day					
Convenience Market With Gas Pumps	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Fast Food Restaurant with Drive Thru	3483.55	0.0376	0.3415	0.2869	2.0500e-003		0.0260	0.0260		0.0260	0.0260		409.8295	409.8295	7.8600e-003	7.5100e-003	412.2649
Industrial Park	4628.88	0.0499	0.4538	0.3812	2.7200e-003		0.0345	0.0345		0.0345	0.0345		544.5747	544.5747	0.0104	9.9800e-003	547.8108
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
Unrefrigerated Warehouse-No Rail	715.227	7.7100e-003	0.0701	0.0589	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.1444	84.1444	1.6100e-003	1.5400e-003	84.6444
Total		**0.0955**	**0.8678**	**0.7290**	**5.2000e-003**		**0.0660**	**0.0660**		**0.0660**	**0.0660**		**1,041.4108**	**1,041.4108**	**0.0200**	**0.0191**	**1,047.5994**

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	lb/day										lb/day					
Convenience Market With Gas Pumps	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Fast Food Restaurant with Drive Thru	3.48355	0.0376	0.3415	0.2869	2.0500e-003		0.0260	0.0260		0.0260	0.0260		409.8295	409.8295	7.8600e-003	7.5100e-003	412.2649
Industrial Park	4.62888	0.0499	0.4538	0.3812	2.7200e-003		0.0345	0.0345		0.0345	0.0345		544.5747	544.5747	0.0104	9.9800e-003	547.8108
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
Unrefrigerated Warehouse-No Rail	0.715227	7.7100e-003	0.0701	0.0589	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.1444	84.1444	1.6100e-003	1.5400e-003	84.6444
Total		**0.0955**	**0.8678**	**0.7290**	**5.2000e-003**		**0.0660**	**0.0660**		**0.0660**	**0.0660**		**1,041.4108**	**1,041.4108**	**0.0200**	**0.0191**	**1,047.5994**

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	lb/day										lb/day					
Mitigated	17.5113	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Unmitigated	17.5113	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068

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	lb/day										lb/day					
Architectural Coating	4.0450					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.4540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0123	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Total	**17.5113**	**1.2100e-003**	**0.1340**	**1.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**		**0.2880**	**0.2880**	**7.5000e-004**		**0.3068**

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	lb/day										lb/day					
Architectural Coating	4.0450					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.4540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0123	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Total	**17.5113**	**1.2100e-003**	**0.1340**	**1.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**		**0.2880**	**0.2880**	**7.5000e-004**		**0.3068**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	6	8.00	260	89	0.20	CNG

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	lb/day										lb/day					
Forklifts	0.5213	4.9112	6.8025	9.1700e-003		0.2629	0.2629		0.2419	0.2419		888.1850	888.1850	0.2873		895.3664
Total	**0.5213**	**4.9112**	**6.8025**	**9.1700e-003**		**0.2629**	**0.2629**		**0.2419**	**0.2419**		**888.1850**	**888.1850**	**0.2873**		**895.3664**

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

Coachella Airport Business Park

Riverside-Salton Sea County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	486.90	1000sqft	23.03	486,900.00	0
Unrefrigerated Warehouse-No Rail	128.60	1000sqft	6.30	128,600.00	0
Parking Lot	686.00	Space	12.73	274,400.00	0
Fast Food Restaurant with Drive Thru	4.65	1000sqft	0.23	4,650.00	0
Convenience Market With Gas Pumps	10.00	Pump	0.06	4,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	15			**Operational Year**	2025
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	809.89	**CH4 Intensity (lb/MWhr)**	0.02	**N2O Intensity (lb/MWhr)**	0.008

1.3 User Entered Comments & Non-Default Data

Coachella Airport Business Park - Riverside-Salton Sea County, Winter

Project Characteristics - IID Intensity Factors obtained from CPA and SB 100

Land Use - Total Project Site: 42.36 acres

Construction Phase - Construction schedule provided by applicant

Trips and VMT - 6 vendor trips per day added to Site Prep and Grading phases to account for water truck emissions

Grading - 21,040 cu yds imported

Architectural Coating - Non Residential interior Architectural Coating VOC set to 100 grams/liter per SCAQMD Rule 1113 minimum requirements

Vehicle Trips - Daily Trip Rates from TIA.

Construction Off-road Equipment Mitigation - Water Exposed Area 2x per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation - Improve Ped Network on Project Site. Distance to Transit Station 0.01 mile (Sunline Bus Stop adjacent to project site)

Energy Mitigation - 30% lighting energy reduction selected to account for the 2019 Title 24 standards,

Water Mitigation - Low flow fixtures and water-efficient irrigation were selected to account for 2019 Title 24 part 11 requirements

Waste Mitigation - 50% reduction in solid waste selected to account for AB 341

Operational Off-Road Equipment - 6 CNG Forklifts 8 hours per day

Fleet Mix - Fleet Mix - Trucks analyzed under Industrial Park land use. Trucks removed from all other land uses

Off-road Equipment - 2 Scrapers added to Grading (4 total)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_Nonresidential_Exterior	312075	314413
tblAreaCoating	Area_Nonresidential_Interior	936225	943238
tblAreaCoating	Area_Parking	16464	16488
tblConstructionPhase	NumDays	55.00	261.00
tblConstructionPhase	NumDays	55.00	261.00
tblFleetMix	HHD	0.07	0.00
tblFleetMix	HHD	0.07	0.00
tblFleetMix	HHD	0.07	0.20
tblFleetMix	HHD	0.07	0.00

tblFleetMix	LDA	0.55	0.63
tblFleetMix	LDA	0.55	0.63
tblFleetMix	LDA	0.55	0.42
tblFleetMix	LDA	0.55	0.63
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.03
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LDT2	0.19	0.14
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD1	0.01	0.04
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	4.5300e-003	0.00
tblFleetMix	LHD2	4.5300e-003	0.00
tblFleetMix	LHD2	4.5300e-003	0.02
tblFleetMix	LHD2	4.5300e-003	0.00
tblFleetMix	MCY	4.4460e-003	4.0000e-003
tblFleetMix	MCY	4.4460e-003	4.0000e-003
tblFleetMix	MCY	4.4460e-003	3.0000e-003
tblFleetMix	MCY	4.4460e-003	4.0000e-003
tblFleetMix	MDV	0.11	0.12
tblFleetMix	MDV	0.11	0.12
tblFleetMix	MDV	0.11	0.08

Coachella Airport Business Park - Riverside-Salton Sea County, Winter

tblFleetMix	MDV	0.11	0.12
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.07
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblGrading	MaterialImported	0.00	21,040.00
tblLandUse	LandUseSquareFeet	1,411.75	4,000.00
tblLandUse	LotAcreage	11.18	23.03
tblLandUse	LotAcreage	2.95	6.30
tblLandUse	LotAcreage	6.17	12.73
tblLandUse	LotAcreage	0.11	0.23

Coachella Airport Business Park - Riverside-Salton Sea County, Winter

tblLandUse	LotAcreage	0.03	0.06
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	6.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.02
tblProjectCharacteristics	CO2IntensityFactor	1270.9	809.89
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.008
tblSolidWaste	SolidWasteGenerationRate	120.88	125.28
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	147.00	148.00
tblTripsAndVMT	WorkerTripNumber	377.00	379.00
tblTripsAndVMT	WorkerTripNumber	75.00	76.00
tblVehicleTrips	ST_TR	204.47	231.52
tblVehicleTrips	ST_TR	722.03	470.95
tblVehicleTrips	ST_TR	2.49	3.37
tblVehicleTrips	ST_TR	1.68	1.51
tblVehicleTrips	SU_TR	166.88	231.52
tblVehicleTrips	SU_TR	542.72	470.95
tblVehicleTrips	SU_TR	0.73	3.37
tblVehicleTrips	SU_TR	1.68	1.51
tblVehicleTrips	WD_TR	542.60	231.52
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	1.68	1.51
tblWater	IndoorWaterUseRate	29,738,750.00	30,821,000.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2021	6.3181	76.0365	46.6350	0.1208	18.2470	2.8435	20.2932	9.9793	2.6170	11.8619	0.0000	11,952.1684	11,952.1684	3.0865	0.0000	12,029.3319
2022	5.5149	64.2311	43.4581	0.1205	9.9041	2.3544	12.2585	3.9174	2.1668	6.0842	0.0000	11,923.1644	11,923.1644	3.0812	0.0000	12,000.1948
2023	3.0595	24.2844	25.9230	0.0822	3.9134	0.7263	4.6397	1.0549	0.6831	1.7381	0.0000	8,241.8769	8,241.8769	0.8847	0.0000	8,263.9938
2024	35.6741	34.1212	43.4012	0.1128	4.6748	1.1733	5.8481	1.2569	1.0973	2.3542	0.0000	11,213.1771	11,213.1771	1.6126	0.0000	11,253.4931
Maximum	**35.6741**	**76.0365**	**46.6350**	**0.1208**	**18.2470**	**2.8435**	**20.2932**	**9.9793**	**2.6170**	**11.8619**	**0.0000**	**11,952.1684**	**11,952.1684**	**3.0865**	**0.0000**	**12,029.3319**

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2021	6.3181	76.0365	46.6350	0.1208	8.3105	2.8435	10.3568	4.5174	2.6170	6.4000	0.0000	11,952.1684	11,952.1684	3.0865	0.0000	12,029.3319
2022	5.5149	64.2311	43.4581	0.1205	5.1142	2.3544	7.4686	1.9364	2.1668	4.1032	0.0000	11,923.1644	11,923.1644	3.0812	0.0000	12,000.1948
2023	3.0595	24.2844	25.9230	0.0822	3.9134	0.7263	4.6397	1.0549	0.6831	1.7381	0.0000	8,241.8769	8,241.8769	0.8847	0.0000	8,263.9938
2024	35.6741	34.1212	43.4012	0.1128	4.6748	1.1733	5.8481	1.2569	1.0973	2.3542	0.0000	11,213.1771	11,213.1771	1.6126	0.0000	11,253.4931
Maximum	**35.6741**	**76.0365**	**46.6350**	**0.1208**	**8.3105**	**2.8435**	**10.3568**	**4.5174**	**2.6170**	**6.4000**	**0.0000**	**11,952.1684**	**11,952.1684**	**3.0865**	**0.0000**	**12,029.3319**

	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**	**40.08**	**0.00**	**34.22**	**45.92**	**0.00**	**33.77**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	lb/day										lb/day					
Area	17.5113	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Energy	0.0955	0.8678	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660		1,041.4108	1,041.4108	0.0200	0.0191	1,047.5994
Mobile	5.9919	40.4427	44.6121	0.2387	15.8673	0.1411	16.0084	4.2648	0.1319	4.3966		24,632.1490	24,632.1490	1.2552		24,663.5284
Offroad	0.5213	4.9112	6.8025	9.1700e-003		0.2629	0.2629		0.2419	0.2419		888.1850	888.1850	0.2873		895.3664
Total	**24.1200**	**46.2230**	**52.2776**	**0.2531**	**15.8673**	**0.4705**	**16.3377**	**4.2648**	**0.4402**	**4.7049**		**26,562.0328**	**26,562.0328**	**1.5631**	**0.0191**	**26,606.8009**

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	lb/day										lb/day					
Area	17.5113	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Energy	0.0955	0.8678	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660		1,041.4108	1,041.4108	0.0200	0.0191	1,047.5994
Mobile	5.7357	37.9620	38.2989	0.1906	11.8986	0.1144	12.0130	3.1981	0.1067	3.3048		19,678.9234	19,678.9234	1.1561		19,707.8257
Offroad	0.5213	4.9112	6.8025	9.1700e-003		0.2629	0.2629		0.2419	0.2419		888.1850	888.1850	0.2873		895.3664
Total	**23.8638**	**43.7423**	**45.9644**	**0.2050**	**11.8986**	**0.4437**	**12.3423**	**3.1981**	**0.4151**	**3.6132**		**21,608.8072**	**21,608.8072**	**1.4641**	**0.0191**	**21,651.0982**

	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	**1.06**	**5.37**	**12.08**	**19.02**	**25.01**	**5.69**	**24.46**	**25.01**	**5.70**	**23.21**	**0.00**	**18.65**	**18.65**	**6.34**	**0.00**	**18.63**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/5/2021	11/15/2021	5	30	
2	Grading	Grading	11/16/2021	2/28/2022	5	75	
3	Building Construction	Building Construction	3/1/2022	12/30/2024	5	740	
4	Paving	Paving	1/1/2024	12/30/2024	5	261	
5	Architectural Coating	Architectural Coating	1/1/2024	12/30/2024	5	261	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 187.5

Acres of Paving: 12.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 936,225; Non-Residential Outdoor: 312,075; Striped Parking Area: 16,464 (Architectural Coating – sqft)

<u>OffRoad Equipment</u>

Coachella Airport Business Park - Riverside-Salton Sea County, Winter

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	4	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	6.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	6.00	2,630.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	379.00	148.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	76.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

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	lb/day										lb/day					
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
Vendor	0.0137	0.5143	0.1100	1.2600e-003	0.0301	8.8000e-004	0.0310	8.6700e-003	8.4000e-004	9.5100e-003		132.6987	132.6987	0.0127		133.0164
Worker	0.0672	0.0389	0.4212	1.3000e-003	0.1506	9.2000e-004	0.1515	0.0400	8.4000e-004	0.0408		129.6236	129.6236	3.0700e-003		129.7004
Total	**0.0809**	**0.5532**	**0.5312**	**2.5600e-003**	**0.1807**	**1.8000e-003**	**0.1825**	**0.0486**	**1.6800e-003**	**0.0503**		**262.3223**	**262.3223**	**0.0158**		**262.7168**

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	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**8.1298**	**2.0445**	**10.1743**	**4.4688**	**1.8809**	**6.3497**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	lb/day										lb/day					
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
Vendor	0.0137	0.5143	0.1100	1.2600e-003	0.0301	8.8000e-004	0.0310	8.6700e-003	8.4000e-004	9.5100e-003		132.6987	132.6987	0.0127		133.0164
Worker	0.0672	0.0389	0.4212	1.3000e-003	0.1506	9.2000e-004	0.1515	0.0400	8.4000e-004	0.0408		129.6236	129.6236	3.0700e-003		129.7004
Total	**0.0809**	**0.5532**	**0.5312**	**2.5600e-003**	**0.1807**	**1.8000e-003**	**0.1825**	**0.0486**	**1.6800e-003**	**0.0503**		**262.3223**	**262.3223**	**0.0158**		**262.7168**

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	lb/day										lb/day					
Fugitive Dust					8.7089	0.0000	8.7089	3.6019	0.0000	3.6019			0.0000			0.0000
Off-Road	6.0501	67.8054	44.8878	0.0923		2.8181	2.8181		2.5927	2.5927		8,942.866 5	8,942.866 5	2.8923		9,015.174 1
Total	**6.0501**	**67.8054**	**44.8878**	**0.0923**	**8.7089**	**2.8181**	**11.5270**	**3.6019**	**2.5927**	**6.1945**		**8,942.866 5**	**8,942.866 5**	**2.8923**		**9,015.174 1**

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	lb/day										lb/day					
Hauling	0.1796	7.6736	1.1692	0.0257	1.1725	0.0236	1.1960	0.3054	0.0225	0.3279		2,732.5771	2,732.5771	0.1781		2,737.0299
Vendor	0.0137	0.5143	0.1100	1.2600e-003	0.0301	8.8000e-004	0.0310	8.6700e-003	8.4000e-004	9.5100e-003		132.6987	132.6987	0.0127		133.0164
Worker	0.0747	0.0432	0.4680	1.4500e-003	0.1673	1.0200e-003	0.1684	0.0444	9.4000e-004	0.0453		144.0262	144.0262	3.4100e-003		144.1115
Total	**0.2680**	**8.2311**	**1.7472**	**0.0285**	**1.3699**	**0.0255**	**1.3954**	**0.3584**	**0.0243**	**0.3827**		**3,009.3020**	**3,009.3020**	**0.1942**		**3,014.1578**

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	lb/day										lb/day					
Fugitive Dust					3.9190	0.0000	3.9190	1.6209	0.0000	1.6209			0.0000			0.0000
Off-Road	6.0501	67.8054	44.8878	0.0923		2.8181	2.8181		2.5927	2.5927	0.0000	8,942.8665	8,942.8665	2.8923		9,015.1741
Total	**6.0501**	**67.8054**	**44.8878**	**0.0923**	**3.9190**	**2.8181**	**6.7371**	**1.6209**	**2.5927**	**4.2135**	**0.0000**	**8,942.8665**	**8,942.8665**	**2.8923**		**9,015.1741**

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	lb/day										lb/day					
Hauling	0.1796	7.6736	1.1692	0.0257	1.1725	0.0236	1.1960	0.3054	0.0225	0.3279		2,732.577 1	2,732.577 1	0.1781		2,737.029 9
Vendor	0.0137	0.5143	0.1100	1.2600e-003	0.0301	8.8000e-004	0.0310	8.6700e-003	8.4000e-004	9.5100e-003		132.6987	132.6987	0.0127		133.0164
Worker	0.0747	0.0432	0.4680	1.4500e-003	0.1673	1.0200e-003	0.1684	0.0444	9.4000e-004	0.0453		144.0262	144.0262	3.4100e-003		144.1115
Total	**0.2680**	**8.2311**	**1.7472**	**0.0285**	**1.3699**	**0.0255**	**1.3954**	**0.3584**	**0.0243**	**0.3827**		**3,009.302 0**	**3,009.302 0**	**0.1942**		**3,014.157 8**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7089	0.0000	8.7089	3.6019	0.0000	3.6019			0.0000			0.0000
Off-Road	5.2633	56.7305	41.7931	0.0925		2.3331	2.3331		2.1465	2.1465		8,951.998 4	8,951.998 4	2.8953		9,024.379 8
Total	**5.2633**	**56.7305**	**41.7931**	**0.0925**	**8.7089**	**2.3331**	**11.0420**	**3.6019**	**2.1465**	**5.7484**		**8,951.998 4**	**8,951.998 4**	**2.8953**		**9,024.379 8**

3.3 Grading - 2022

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	lb/day										lb/day					
Hauling	0.1689	6.9746	1.1317	0.0254	0.9978	0.0195	1.0174	0.2625	0.0187	0.2812		2,700.8618	2,700.8618	0.1709		2,705.1332
Vendor	0.0128	0.4871	0.1026	1.2500e-003	0.0301	7.4000e-004	0.0308	8.6700e-003	7.1000e-004	9.3800e-003		131.5304	131.5304	0.0120		131.8313
Worker	0.0700	0.0389	0.4307	1.3900e-003	0.1673	9.9000e-004	0.1683	0.0444	9.1000e-004	0.0453		138.7738	138.7738	3.0700e-003		138.8505
Total	**0.2516**	**7.5006**	**1.6649**	**0.0281**	**1.1952**	**0.0213**	**1.2165**	**0.3156**	**0.0203**	**0.3359**		**2,971.1660**	**2,971.1660**	**0.1860**		**2,975.8150**

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	lb/day										lb/day					
Fugitive Dust					3.9190	0.0000	3.9190	1.6209	0.0000	1.6209			0.0000			0.0000
Off-Road	5.2633	56.7305	41.7931	0.0925		2.3331	2.3331		2.1465	2.1465	0.0000	8,951.9984	8,951.9984	2.8953		9,024.3798
Total	**5.2633**	**56.7305**	**41.7931**	**0.0925**	**3.9190**	**2.3331**	**6.2521**	**1.6209**	**2.1465**	**3.7673**	**0.0000**	**8,951.9984**	**8,951.9984**	**2.8953**		**9,024.3798**

3.3 Grading - 2022

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	lb/day										lb/day					
Hauling	0.1689	6.9746	1.1317	0.0254	0.9978	0.0195	1.0174	0.2625	0.0187	0.2812		2,700.861 8	2,700.861 8	0.1709		2,705.133 2
Vendor	0.0128	0.4871	0.1026	1.2500e-003	0.0301	7.4000e-004	0.0308	8.6700e-003	7.1000e-004	9.3800e-003		131.5304	131.5304	0.0120		131.8313
Worker	0.0700	0.0389	0.4307	1.3900e-003	0.1673	9.9000e-004	0.1683	0.0444	9.1000e-004	0.0453		138.7738	138.7738	3.0700e-003		138.8505
Total	**0.2516**	**7.5006**	**1.6649**	**0.0281**	**1.1952**	**0.0213**	**1.2165**	**0.3156**	**0.0203**	**0.3359**		**2,971.166 0**	**2,971.166 0**	**0.1860**		**2,975.815 0**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.3154	12.0155	2.5304	0.0308	0.7425	0.0183	0.7608	0.2139	0.0175	0.2314		3,244.416 5	3,244.416 5	0.2969		3,251.837 7
Worker	1.3263	0.7367	8.1613	0.0264	3.1710	0.0188	3.1898	0.8411	0.0173	0.8584		2,629.763 6	2,629.763 6	0.0581		2,631.216 7
Total	**1.6416**	**12.7521**	**10.6916**	**0.0571**	**3.9135**	**0.0371**	**3.9505**	**1.0549**	**0.0348**	**1.0897**		**5,874.180 1**	**5,874.180 1**	**0.3550**		**5,883.054 3**

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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.3154	12.0155	2.5304	0.0308	0.7425	0.0183	0.7608	0.2139	0.0175	0.2314		3,244.416 5	3,244.416 5	0.2969		3,251.837 7
Worker	1.3263	0.7367	8.1613	0.0264	3.1710	0.0188	3.1898	0.8411	0.0173	0.8584		2,629.763 6	2,629.763 6	0.0581		2,631.216 7
Total	**1.6416**	**12.7521**	**10.6916**	**0.0571**	**3.9135**	**0.0371**	**3.9505**	**1.0549**	**0.0348**	**1.0897**		**5,874.180 1**	**5,874.180 1**	**0.3550**		**5,883.054 3**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.2412	9.2358	2.1639	0.0299	0.7425	8.1900e-003	0.7507	0.2139	7.8300e-003	0.2217		3,156.6510	3,156.6510	0.2246		3,162.2664
Worker	1.2456	0.6637	7.5151	0.0254	3.1710	0.0183	3.1893	0.8411	0.0169	0.8580		2,530.0160	2,530.0160	0.0522		2,531.3214
Total	**1.4867**	**9.8995**	**9.6790**	**0.0553**	**3.9134**	**0.0265**	**3.9400**	**1.0549**	**0.0247**	**1.0796**		**5,686.6670**	**5,686.6670**	**0.2768**		**5,693.5878**

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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.2412	9.2358	2.1639	0.0299	0.7425	8.1900e-003	0.7507	0.2139	7.8300e-003	0.2217		3,156.6510	3,156.6510	0.2246		3,162.2664
Worker	1.2456	0.6637	7.5151	0.0254	3.1710	0.0183	3.1893	0.8411	0.0169	0.8580		2,530.0160	2,530.0160	0.0522		2,531.3214
Total	**1.4867**	**9.8995**	**9.6790**	**0.0553**	**3.9134**	**0.0265**	**3.9400**	**1.0549**	**0.0247**	**1.0796**		**5,686.6670**	**5,686.6670**	**0.2768**		**5,693.5878**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.2360	9.1885	2.0892	0.0298	0.7424	8.1100e-003	0.7505	0.2138	7.7500e-003	0.2216		3,143.4603	3,143.4603	0.2195		3,148.9465
Worker	1.1755	0.6012	7.0230	0.0245	3.1710	0.0181	3.1891	0.8411	0.0167	0.8578		2,439.3269	2,439.3269	0.0476		2,440.5167
Total	**1.4115**	**9.7897**	**9.1123**	**0.0542**	**3.9134**	**0.0263**	**3.9397**	**1.0549**	**0.0244**	**1.0794**		**5,582.7871**	**5,582.7871**	**0.2671**		**5,589.4633**

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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.2360	9.1885	2.0892	0.0298	0.7424	8.1100e-003	0.7505	0.2138	7.7500e-003	0.2216		3,143.460 3	3,143.460 3	0.2195		3,148.946 5
Worker	1.1755	0.6012	7.0230	0.0245	3.1710	0.0181	3.1891	0.8411	0.0167	0.8578		2,439.326 9	2,439.326 9	0.0476		2,440.516 7
Total	**1.4115**	**9.7897**	**9.1123**	**0.0542**	**3.9134**	**0.0263**	**3.9397**	**1.0549**	**0.0244**	**1.0794**		**5,582.787 1**	**5,582.787 1**	**0.2671**		**5,589.463 3**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.1278					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1160**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.547 2**	**2,207.547 2**	**0.7140**		**2,225.396 3**

3.5 Paving - 2024

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	lb/day										lb/day					
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
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
Worker	0.0465	0.0238	0.2780	9.7000e-004	0.1255	7.2000e-004	0.1262	0.0333	6.6000e-004	0.0340		96.5433	96.5433	1.8800e-003		96.5904
Total	**0.0465**	**0.0238**	**0.2780**	**9.7000e-004**	**0.1255**	**7.2000e-004**	**0.1262**	**0.0333**	**6.6000e-004**	**0.0340**		**96.5433**	**96.5433**	**1.8800e-003**		**96.5904**

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	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.1278					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1160**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.547 2**	**2,207.547 2**	**0.7140**		**2,225.396 3**

3.5 Paving - 2024

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	lb/day										lb/day					
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
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
Worker	0.0465	0.0238	0.2780	9.7000e-004	0.1255	7.2000e-004	0.1262	0.0333	6.6000e-004	0.0340		96.5433	96.5433	1.8800e-003		96.5904
Total	**0.0465**	**0.0238**	**0.2780**	**9.7000e-004**	**0.1255**	**7.2000e-004**	**0.1262**	**0.0333**	**6.6000e-004**	**0.0340**		**96.5433**	**96.5433**	**1.8800e-003**		**96.5904**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.2121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**31.3928**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
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
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
Worker	0.2357	0.1206	1.4083	4.9000e-003	0.6359	3.6400e-003	0.6395	0.1687	3.3500e-003	0.1720		489.1526	489.1526	9.5400e-003		489.3912
Total	**0.2357**	**0.1206**	**1.4083**	**4.9000e-003**	**0.6359**	**3.6400e-003**	**0.6395**	**0.1687**	**3.3500e-003**	**0.1720**		**489.1526**	**489.1526**	**9.5400e-003**		**489.3912**

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	lb/day										lb/day					
Archit. Coating	31.2121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**31.3928**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
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
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
Worker	0.2357	0.1206	1.4083	4.9000e-003	0.6359	3.6400e-003	0.6395	0.1687	3.3500e-003	0.1720		489.1526	489.1526	9.5400e-003		489.3912
Total	**0.2357**	**0.1206**	**1.4083**	**4.9000e-003**	**0.6359**	**3.6400e-003**	**0.6395**	**0.1687**	**3.3500e-003**	**0.1720**		**489.1526**	**489.1526**	**9.5400e-003**		**489.3912**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	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	lb/day										lb/day					
Mitigated	5.7357	37.9620	38.2989	0.1906	11.8986	0.1144	12.0130	3.1981	0.1067	3.3048		19,678.92 34	19,678.92 34	1.1561		19,707.82 57
Unmitigated	5.9919	40.4427	44.6121	0.2387	15.8673	0.1411	16.0084	4.2648	0.1319	4.3966		24,632.14 90	24,632.14 90	1.2552		24,663.52 84

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,315.20	2,315.20	2315.20	783,886	587,825
Fast Food Restaurant with Drive Thru	2,189.92	2,189.92	2189.92	1,298,629	973,823
Industrial Park	1,640.85	1,640.85	1640.85	4,629,675	3,471,726
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	194.19	194.19	194.19	632,248	474,113
Total	6,340.16	6,340.16	6,340.16	7,344,438	5,507,487

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
Convenience Market With Gas	12.50	4.20	5.40	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	12.50	4.20	5.40	2.20	78.80	19.00	29	21	50
Industrial Park	12.50	4.20	5.40	59.00	28.00	13.00	79	19	2
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	12.50	4.20	5.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000
Industrial Park	0.423000	0.027000	0.143000	0.082000	0.039000	0.015000	0.067000	0.201000	0.000000	0.000000	0.003000	0.000000	0.000000
Parking Lot	0.554334	0.035376	0.188722	0.108173	0.012711	0.004530	0.017449	0.070039	0.001415	0.001123	0.004446	0.000892	0.000789
Unrefrigerated Warehouse-No Rail	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	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	lb/day										lb/day					
NaturalGas Mitigated	0.0955	0.8678	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660		1,041.4108	1,041.4108	0.0200	0.0191	1,047.5994
NaturalGas Unmitigated	0.0955	0.8678	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660		1,041.4108	1,041.4108	0.0200	0.0191	1,047.5994

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	lb/day										lb/day					
Convenience Market With Gas Pumps	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Fast Food Restaurant with Drive Thru	3483.55	0.0376	0.3415	0.2869	2.0500e-003		0.0260	0.0260		0.0260	0.0260		409.8295	409.8295	7.8600e-003	7.5100e-003	412.2649
Industrial Park	4628.88	0.0499	0.4538	0.3812	2.7200e-003		0.0345	0.0345		0.0345	0.0345		544.5747	544.5747	0.0104	9.9800e-003	547.8108
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
Unrefrigerated Warehouse-No Rail	715.227	7.7100e-003	0.0701	0.0589	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.1444	84.1444	1.6100e-003	1.5400e-003	84.6444
Total		**0.0955**	**0.8678**	**0.7290**	**5.2000e-003**		**0.0660**	**0.0660**		**0.0660**	**0.0660**		**1,041.4108**	**1,041.4108**	**0.0200**	**0.0191**	**1,047.5994**

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	lb/day										lb/day					
Convenience Market With Gas Pumps	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Fast Food Restaurant with Drive Thru	3.48355	0.0376	0.3415	0.2869	2.0500e-003		0.0260	0.0260		0.0260	0.0260		409.8295	409.8295	7.8600e-003	7.5100e-003	412.2649
Industrial Park	4.62888	0.0499	0.4538	0.3812	2.7200e-003		0.0345	0.0345		0.0345	0.0345		544.5747	544.5747	0.0104	9.9800e-003	547.8108
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
Unrefrigerated Warehouse-No Rail	0.715227	7.7100e-003	0.0701	0.0589	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.1444	84.1444	1.6100e-003	1.5400e-003	84.6444
Total		**0.0955**	**0.8678**	**0.7290**	**5.2000e-003**		**0.0660**	**0.0660**		**0.0660**	**0.0660**		**1,041.4108**	**1,041.4108**	**0.0200**	**0.0191**	**1,047.5994**

6.0 Area Detail

6.1 Mitigation Measures Area

Coachella Airport Business Park - Riverside-Salton Sea County, Winter

	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	lb/day										lb/day					
Mitigated	17.5113	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Unmitigated	17.5113	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068

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	lb/day										lb/day					
Architectural Coating	4.0450					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.4540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0123	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Total	**17.5113**	**1.2100e-003**	**0.1340**	**1.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**		**0.2880**	**0.2880**	**7.5000e-004**		**0.3068**

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	lb/day										lb/day					
Architectural Coating	4.0450					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.4540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0123	1.2100e-003	0.1340	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		0.2880	0.2880	7.5000e-004		0.3068
Total	**17.5113**	**1.2100e-003**	**0.1340**	**1.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**		**0.2880**	**0.2880**	**7.5000e-004**		**0.3068**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	6	8.00	260	89	0.20	CNG

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	lb/day										lb/day					
Forklifts	0.5213	4.9112	6.8025	9.1700e-003		0.2629	0.2629		0.2419	0.2419		888.1850	888.1850	0.2873		895.3664
Total	**0.5213**	**4.9112**	**6.8025**	**9.1700e-003**		**0.2629**	**0.2629**		**0.2419**	**0.2419**		**888.1850**	**888.1850**	**0.2873**		**895.3664**

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

APPENDIX B

EMFAC2017 Model Printouts

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: Sub-Area

Region: Riverside (SS)

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Ca	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
Riverside (SS)	2021	HHDT	Aggregated	Aggregated	DSL	7394.4	1155977.1	91370.5	163.9
Riverside (SS)	2021	LDA	Aggregated	Aggregated	DSL	1257.8	45260.4	5996.9	0.9
Riverside (SS)	2021	LDT1	Aggregated	Aggregated	DSL	9.7	244.1	31.3	0.0
Riverside (SS)	2021	LDT2	Aggregated	Aggregated	DSL	312.1	12743.8	1550.1	0.3
Riverside (SS)	2021	LHDT1	Aggregated	Aggregated	DSL	3039.2	116275.0	38228.8	5.5
Riverside (SS)	2021	LHDT2	Aggregated	Aggregated	DSL	1255.5	46432.5	15792.1	2.4
Riverside (SS)	2021	MDV	Aggregated	Aggregated	DSL	760.7	32393.2	3746.2	1.1
Riverside (SS)	2021	MH	Aggregated	Aggregated	DSL	540.7	4780.1	54.1	0.4
Riverside (SS)	2021	MHDT	Aggregated	Aggregated	DSL	3480.2	216403.2	29890.8	20.1
Riverside (SS)	2021	OBUS	Aggregated	Aggregated	DSL	119.0	8996.4	1118.5	1.0
Riverside (SS)	2021	SBUS	Aggregated	Aggregated	DSL	267.4	8476.3	3085.5	1.1
Riverside (SS)	2021	UBUS	Aggregated	Aggregated	DSL	0	0	0	0

Diesel Truck (HHDT, MDV, MHDT) vehicle miles per day	1,404,773	185	1,000 gall per day
		185,152	gallons per day
Diesel Truck Fleet Avg Miles per gallon	7.6		

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: Sub-Area
Region: Riverside (SS)
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Ca	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
Riverside (SS)	2025	HHDT	Aggregated	Aggregated	GAS	0.990036	283.994	19.80863	0.058911
Riverside (SS)	2025	LDA	Aggregated	Aggregated	GAS	162141	5282897	768276.7	156.5878
Riverside (SS)	2025	LDT1	Aggregated	Aggregated	GAS	20214.76	710622.3	93200.44	25.33043
Riverside (SS)	2025	LDT2	Aggregated	Aggregated	GAS	62244.3	2227269	292086.8	82.4736
Riverside (SS)	2025	LHDT1	Aggregated	Aggregated	GAS	4139.672	144037.9	61674.94	12.8458
Riverside (SS)	2025	LHDT2	Aggregated	Aggregated	GAS	890.8754	28105.57	13272.72	2.932707
Riverside (SS)	2025	MCY	Aggregated	Aggregated	GAS	7065.725	76578.79	14131.45	1.963748
Riverside (SS)	2025	MDV	Aggregated	Aggregated	GAS	45212.42	1620273	208265	73.80468
Riverside (SS)	2025	MH	Aggregated	Aggregated	GAS	889.2978	8017.017	88.96536	1.474624
Riverside (SS)	2025	MHDT	Aggregated	Aggregated	GAS	736.2273	56092.36	14730.44	10.36319
Riverside (SS)	2025	OBUS	Aggregated	Aggregated	GAS	125.5674	9245.494	2512.352	1.699291
Riverside (SS)	2025	SBUS	Aggregated	Aggregated	GAS	72.52048	5011.555	290.0819	0.516602

vehicle miles per day (All Categories) 10168434 370 1,000 gall per day
370,051 gallons per day

Fleet Avg Miles per gallon 27.5

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: Sub-Area

Region: Riverside (SS)

Calendar Year: 2025

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Ca	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
Riverside (SS)	2025	HHDT	Aggregated	Aggregated	DSL	7886.0	1228327.7	97823.0	157.4
Riverside (SS)	2025	LDA	Aggregated	Aggregated	DSL	1625.3	55917.0	7781.0	1.0
Riverside (SS)	2025	LDT1	Aggregated	Aggregated	DSL	7.2	181.4	23.6	0.0
Riverside (SS)	2025	LDT2	Aggregated	Aggregated	DSL	461.9	17602.8	2259.9	0.4
Riverside (SS)	2025	LHDT1	Aggregated	Aggregated	DSL	3480.8	128496.5	43784.7	5.7
Riverside (SS)	2025	LHDT2	Aggregated	Aggregated	DSL	1434.9	50967.2	18049.8	2.5
Riverside (SS)	2025	MDV	Aggregated	Aggregated	DSL	1080.9	42951.8	5251.2	1.4
Riverside (SS)	2025	MH	Aggregated	Aggregated	DSL	545.0	4427.0	54.5	0.4
Riverside (SS)	2025	MHDT	Aggregated	Aggregated	DSL	3598.8	226995.3	31479.8	19.1
Riverside (SS)	2025	OBUS	Aggregated	Aggregated	DSL	147.8	11033.2	1366.2	1.1
Riverside (SS)	2025	SBUS	Aggregated	Aggregated	DSL	273.2	8617.3	3152.4	1.1
Riverside (SS)	2025	UBUS	Aggregated	Aggregated	DSL	0	0	0	0

Diesel Truck (HHDT, MDV, MHDT) vehicle miles per day	1,498,275	178	1,000 gall per day
		177,819	gallons per day
Diesel Truck Fleet Avg Miles per gallon	8.4		

EMFAC2017 Version 1.0.2

calendar_	season_r	sub_area	vehicle_cla	fuel	tempe	relative_h	process	speed_ti	pollutant	emission_r
2022	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.045919
2022	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.019553
2022	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004687
2022	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001279
2022	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.029476
2022	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.015619
2022	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.00453
2022	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001219
2022	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.009421
2022	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.006254
2022	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.7927
2022	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2022	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080071
2022	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2022	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078635
2022	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.013434
2022	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.03221
2022	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072574
2022	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012027
2022	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.130108
2022	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.063798
2022	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2022	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2023	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.042397
2023	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.018348
2023	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004649
2023	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001265
2023	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.009824
2023	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006597
2023	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004492
2023	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001207
2023	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.008583
2023	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.005683
2023	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.792174
2023	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2023	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080067
2023	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2023	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078596
2023	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010925
2023	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032214
2023	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072563
2023	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012031
2023	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.130071
2023	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.054894
2023	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2023	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2024	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.039264
2024	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.017276

calendar_	season_r	sub_area	vehicle_cla	fuel	tempe	relative_h	process	speed_ti	pollutant	emission_r
2024	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004633
2024	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001256
2024	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.00978
2024	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006607
2024	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.00448
2024	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001202
2024	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.007902
2024	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.005222
2024	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.791992
2024	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2024	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080062
2024	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2024	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078559
2024	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010807
2024	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032223
2024	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072537
2024	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012036
2024	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.130033
2024	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.047694
2024	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2024	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2025	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.036482
2025	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.016323
2025	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004645
2025	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001258
2025	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.009639
2025	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006547
2025	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004483
2025	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001202
2025	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.007342
2025	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.004844
2025	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.792468
2025	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2025	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080058
2025	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2025	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.07852
2025	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010696
2025	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032246
2025	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072469
2025	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.01204
2025	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129994
2025	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.041772
2025	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2025	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2026	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.033957
2026	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.015455
2026	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004653
2026	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001257
2026	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.009464

calendar_	season_r	sub_area	vehicle_cla	fuel	tempe	relative_h	process	speed_ti	pollutant	emission_r
2026	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006457
2026	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004498
2026	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001205
2026	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.006872
2026	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.004524
2026	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.793177
2026	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2026	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080054
2026	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2026	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078482
2026	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010586
2026	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.03226
2026	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.07243
2026	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012045
2026	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129957
2026	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.036771
2026	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2026	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2027	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.031695
2027	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.014672
2027	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004672
2027	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.00126
2027	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.00931
2027	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006375
2027	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004521
2027	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001211
2027	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.006477
2027	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.004251
2027	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.793505
2027	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2027	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080052
2027	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2027	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078447
2027	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010502
2027	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032276
2027	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072383
2027	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012049
2027	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129921
2027	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.032543
2027	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2027	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2028	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.029687
2028	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.013973
2028	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004701
2028	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001266
2028	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.009185
2028	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006309
2028	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.00455
2028	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001218

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2028	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.006159
2028	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.004029
2028	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794226
2028	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2028	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080051
2028	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2028	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078415
2028	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010439
2028	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.03229
2028	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072345
2028	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012053
2028	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129888
2028	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.029107
2028	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2028	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2029	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.027887
2029	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.013342
2029	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004732
2029	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001273
2029	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.009078
2029	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006252
2029	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004582
2029	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001226
2029	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.005887
2029	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003842
2029	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794385
2029	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2029	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.08005
2029	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2029	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078385
2029	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010385
2029	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032303
2029	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072306
2029	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012056
2029	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129859
2029	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.026193
2029	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2029	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2030	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.026304
2030	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.012782
2030	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004753
2030	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001276
2030	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008986
2030	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006204
2030	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004616
2030	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001235
2030	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.005694
2030	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003709
2030	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794774

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2030	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2030	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080049
2030	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2030	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078358
2030	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.01033
2030	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032317
2030	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072266
2030	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012059
2030	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129833
2030	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.024107
2030	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2030	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2031	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.024884
2031	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.012275
2031	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.00477
2031	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001278
2031	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008903
2031	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.00616
2031	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.00465
2031	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001244
2031	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.00552
2031	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003589
2031	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794188
2031	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2031	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080048
2031	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2031	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078332
2031	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010272
2031	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032313
2031	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072278
2031	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012062
2031	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129811
2031	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.022226
2031	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2031	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2032	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.023684
2032	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.011843
2032	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004793
2032	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001283
2032	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008826
2032	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.00612
2032	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004681
2032	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001253
2032	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.005376
2032	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003489
2032	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794715
2032	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2032	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080047
2032	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008

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2032	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078307
2032	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010225
2032	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032309
2032	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072289
2032	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012064
2032	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129793
2032	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.02067
2032	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2032	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2033	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.022605
2033	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.01145
2033	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004803
2033	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001285
2033	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008761
2033	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006086
2033	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.00471
2033	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001261
2033	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.005272
2033	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003417
2033	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794903
2033	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2033	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080046
2033	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2033	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078284
2033	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010187
2033	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032305
2033	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072301
2033	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012066
2033	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129777
2033	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.019526
2033	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2033	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2034	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.021625
2034	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.011089
2034	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004783
2034	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.00128
2034	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008701
2034	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006053
2034	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004735
2034	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001267
2034	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.005176
2034	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003349
2034	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794304
2034	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2034	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080046
2034	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2034	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078264
2034	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010161
2034	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032301

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2034	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072312
2034	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012067
2034	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129764
2034	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.018478
2034	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2034	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2035	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.020654
2035	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.010729
2035	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004783
2035	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.00128
2035	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008644
2035	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006021
2035	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.00476
2035	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001274
2035	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.005105
2035	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003299
2035	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.793208
2035	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2035	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080044
2035	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2035	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078245
2035	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010135
2035	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032298
2035	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072322
2035	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012068
2035	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129754
2035	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.017693
2035	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2035	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2036	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.019955
2036	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.010467
2036	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004799
2036	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001284
2036	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008605
2036	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.006
2036	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004783
2036	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.00128
2036	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.005055
2036	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003264
2036	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.793659
2036	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2036	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080043
2036	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2036	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078228
2036	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010119
2036	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032294
2036	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072333
2036	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012069
2036	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129746

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2036	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.017145
2036	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2036	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2037	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.019306
2037	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.010221
2037	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.00481
2037	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001287
2037	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008577
2037	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005986
2037	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004802
2037	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001285
2037	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.005008
2037	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003233
2037	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794058
2037	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2037	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080043
2037	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2037	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078215
2037	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010107
2037	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.03229
2037	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072344
2037	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.01207
2037	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129739
2037	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.01665
2037	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2037	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2038	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.018733
2038	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.010001
2038	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004822
2038	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.00129
2038	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008559
2038	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005978
2038	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004819
2038	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.00129
2038	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004969
2038	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.00321
2038	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794268
2038	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2038	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080042
2038	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2038	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078202
2038	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010096
2038	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032287
2038	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072354
2038	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012071
2038	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129734
2038	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.016259
2038	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2038	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174

calendar_	season_r	sub_area	vehicle_cla	fuel	tempe	relative_h	process	speed_ti	pollutant	emission_r
2039	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.018239
2039	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.009809
2039	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004827
2039	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001292
2039	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008549
2039	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005974
2039	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004833
2039	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001293
2039	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.00493
2039	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003188
2039	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.794805
2039	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2039	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080042
2039	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2039	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078191
2039	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010088
2039	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032283
2039	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072363
2039	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012071
2039	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.12973
2039	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.015884
2039	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2039	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2040	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.017802
2040	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.009638
2040	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004835
2040	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001294
2040	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008546
2040	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005975
2040	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004845
2040	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001296
2040	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.00488
2040	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003156
2040	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.795292
2040	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2040	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080041
2040	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2040	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078182
2040	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010082
2040	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032281
2040	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072371
2040	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012071
2040	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129727
2040	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.015382
2040	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2040	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2041	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.017447
2041	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.009497
2041	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004846

calendar_	season_r	sub_area	vehicle_cla	fuel	tempe	relative_h	process	speed_ti	pollutant	emission_r
2041	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001297
2041	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008544
2041	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005976
2041	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004855
2041	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001299
2041	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004827
2041	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003122
2041	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.795677
2041	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2041	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080042
2041	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2041	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078175
2041	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010075
2041	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032277
2041	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072383
2041	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2041	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129725
2041	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.01485
2041	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2041	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2042	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.017144
2042	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.009375
2042	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004855
2042	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001299
2042	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008546
2042	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.00598
2042	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004864
2042	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001302
2042	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004769
2042	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003083
2042	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.796006
2042	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2042	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080044
2042	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2042	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078169
2042	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010069
2042	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032274
2042	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.07239
2042	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2042	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129724
2042	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.014253
2042	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2042	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2043	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.016914
2043	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.009282
2043	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004863
2043	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001301
2043	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008547
2043	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005983

calendar_	season_r	sub_area	vehicle_cla	fuel	tempe	relative_h	process	speed_ti	pollutant	emission_r
2043	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004872
2043	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001304
2043	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004712
2043	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.003044
2043	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.79624
2043	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2043	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080047
2043	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2043	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078164
2043	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010064
2043	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032272
2043	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072397
2043	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2043	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129723
2043	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.01365
2043	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2043	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2044	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.016641
2044	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.009176
2044	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004867
2044	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001302
2044	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008547
2044	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005985
2044	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004879
2044	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001306
2044	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004664
2044	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.00301
2044	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.796591
2044	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2044	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080044
2044	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2044	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078161
2044	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010059
2044	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032269
2044	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072404
2044	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2044	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129722
2044	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.013129
2044	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2044	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2045	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.016437
2045	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.009096
2045	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004869
2045	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001303
2045	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008544
2045	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005987
2045	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004884
2045	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001307
2045	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004622

calendar_	season_r	sub_area	vehicle_cla	fuel	tempe	relative_h	process	speed_ti	pollutant	emission_r
2045	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.002981
2045	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.796844
2045	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2045	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080044
2045	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2045	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.07816
2045	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010053
2045	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032267
2045	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.07241
2045	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2045	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129722
2045	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.012686
2045	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2045	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2046	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.016252
2046	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.009025
2046	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.00487
2046	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001303
2046	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008539
2046	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005985
2046	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004889
2046	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001308
2046	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004578
2046	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.002955
2046	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.797091
2046	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2046	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080043
2046	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2046	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078158
2046	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010048
2046	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032245
2046	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072474
2046	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2046	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129721
2046	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.01225
2046	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2046	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2047	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.016092
2047	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.008964
2047	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004872
2047	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001304
2047	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008534
2047	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005983
2047	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004892
2047	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001309
2047	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004531
2047	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.002931
2047	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.797309
2047	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012

calendar_	season_r	sub_area	vehicle_cla	fuel	tempe	relative_l	process	speed_ti	pollutant	emission_r
2047	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080042
2047	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2047	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078156
2047	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010044
2047	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032223
2047	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072537
2047	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2047	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129721
2047	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.011834
2047	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2047	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2048	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.015962
2048	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.008914
2048	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004872
2048	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001304
2048	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008531
2048	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005981
2048	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004896
2048	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.00131
2048	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.00451
2048	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.002914
2048	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.797489
2048	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2048	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080042
2048	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2048	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078156
2048	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010041
2048	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032201
2048	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072599
2048	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2048	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129721
2048	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.011578
2048	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2048	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2049	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.015826
2049	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.008863
2049	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004881
2049	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001306
2049	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008529
2049	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005979
2049	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004899
2049	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001311
2049	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004434
2049	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.002854
2049	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.797693
2049	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2049	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080042
2049	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2049	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078156

calendar_	season_r	sub_area	vehicle_cla	fuel	tempe	relative_h	process	speed_ti	pollutant	emission_r
2049	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010038
2049	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032179
2049	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.07266
2049	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2049	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129721
2049	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.010712
2049	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2049	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174
2050	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	10	PM10	0.015671
2050	Annual	Riverside (SS)	Truck1	Dsl	56	30	RUNEX	30	PM10	0.008807
2050	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	10	PM10	0.004887
2050	Annual	Riverside (SS)	Truck1	Gas	56	30	RUNEX	30	PM10	0.001308
2050	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	10	PM10	0.008526
2050	Annual	Riverside (SS)	Truck2	Dsl	56	30	RUNEX	30	PM10	0.005977
2050	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	10	PM10	0.004901
2050	Annual	Riverside (SS)	Truck2	Gas	56	30	RUNEX	30	PM10	0.001312
2050	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	10	PM10	0.004386
2050	Annual	Riverside (SS)	Truck2	NG	56	30	RUNEX	30	PM10	0.002816
2050	Annual	Riverside (SS)	Truck1	Dsl			IDLEX		PM10	0.797945
2050	Annual	Riverside (SS)	Truck1	Dsl			PMTW		PM10	0.012
2050	Annual	Riverside (SS)	Truck1	Dsl			PMBW		PM10	0.080038
2050	Annual	Riverside (SS)	Truck1	Gas			PMTW		PM10	0.008
2050	Annual	Riverside (SS)	Truck1	Gas			PMBW		PM10	0.078155
2050	Annual	Riverside (SS)	Truck2	Dsl			IDLEX		PM10	0.010034
2050	Annual	Riverside (SS)	Truck2	Dsl			PMTW		PM10	0.032158
2050	Annual	Riverside (SS)	Truck2	Dsl			PMBW		PM10	0.072721
2050	Annual	Riverside (SS)	Truck2	Gas			PMTW		PM10	0.012072
2050	Annual	Riverside (SS)	Truck2	Gas			PMBW		PM10	0.129721
2050	Annual	Riverside (SS)	Truck2	NG			IDLEX		PM10	0.010156
2050	Annual	Riverside (SS)	Truck2	NG			PMTW		PM10	0.036
2050	Annual	Riverside (SS)	Truck2	NG			PMBW		PM10	0.06174

APPENDIX C

Gas Station Cancer RiskTool (V1.103) Printouts

GASOLINE DISPENSING SERVICE STATION

(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.103

AN:

Facility Name: Airport Business Park

Deem Complete Date:

Storage Tank Type	Underground		MET Station	Desert Hot Springs Airpor	
Annual Throughput	2	million gallons /year	Distance to Resident	49	meter
T-BACT	YES		Distance to Commercial	49	meter

MICR Calculation: MICR = MICR per 1 Million gallons/yr x Annual Throughput (Million gallons/yr)

HIA & HIC Calculation: Negligible compared to Cancer risk and is not calculated.

MICR Result

	Resident	Commercial
MICR	3.287	0.271
MICR ≤ 10	**PASS**	**PASS**

Interpolation for MICR from Nearest Distances

	Residential			**Commercial**		
	near	**actual**	far	near	**actual**	far
Distance (meter)	25	**49**	50	25	**49**	50
MICR (per 1 million gasoline gallon throughput per year)	3.820	**1.6437**	1.553	0.315	**0.135**	0.128

Look up from Table 12 - MICR for Underground Storage Tank

		Downwind Distance (m)							
Station	**Receptor**	**25**	**50**	**75**	**100**	**200**	**300**	**500**	**1000**
Desert Hot Springs Airport	Resident	3.820	1.553	0.848	0.540	0.163	0.082	0.035	0.010
	Commercial	0.315	0.128	0.070	0.045	0.013	0.007	0.003	0.001

APPENDIX D

AERMOD Model Years 2025 – 2027 Operational PM10 Printouts

```
**
***************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.9.0
** Lakes Environmental Software Inc.
** Date: 3/16/2021
** File: C:\Vista Env\2019\19039 Coachella\AERMOD\DPM2025\DPM2025.ADI
**
***************************************
**
**
***************************************
** AERMOD Control Pathway
***************************************
**
**
CO STARTING
   TITLEONE Coachella Airport Business Park - 2025 DPM
   TITLETWO PM10
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 2189641 Riverside_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL DPM2025.err
CO FINISHED
**
***************************************
** AERMOD Source Pathway
***************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONW
** DESCRSRC Onsite Road West
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000221
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 12
** 580081.698, 3722820.821, -38.71, 0.00, 1.70
** 580078.612, 3722831.558, -38.76, 0.00, 1.70
** 580057.187, 3722866.319, -38.71, 0.00, 1.70
** 580045.833, 3722877.181, -38.88, 0.00, 1.70
** 579930.018, 3723057.672, -38.69, 0.00, 1.70
** 579892.856, 3723115.163, -37.71, 0.00, 1.70
** 579849.461, 3723190.506, -36.29, 0.00, 1.70
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** 579823.082, 3723246.755, -36.03, 0.00, 1.70
** 579796.274, 3723323.282, -35.97, 0.00, 1.70
** 579782.061, 3723364.922, -35.95, 0.00, 1.70
** 579768.794, 3723424.825, -36.02, 0.00, 1.70
** 579741.158, 3723594.651, -35.95, 0.00, 1.70
** ----------------------------------------------------------------------
   LOCATION L0000001     VOLUME   580081.193 3722822.578 -38.75
   LOCATION L0000002     VOLUME   580080.183 3722826.094 -38.74
   LOCATION L0000003     VOLUME   580079.172 3722829.609 -38.73
   LOCATION L0000004     VOLUME   580077.757 3722832.945 -38.72
   LOCATION L0000005     VOLUME   580075.838 3722836.059 -38.71
   LOCATION L0000006     VOLUME   580073.919 3722839.173 -38.71
   LOCATION L0000007     VOLUME   580072.000 3722842.286 -38.71
   LOCATION L0000008     VOLUME   580070.081 3722845.400 -38.71
   LOCATION L0000009     VOLUME   580068.162 3722848.514 -38.71
   LOCATION L0000010     VOLUME   580066.243 3722851.627 -38.71
   LOCATION L0000011     VOLUME   580064.324 3722854.741 -38.71
   LOCATION L0000012     VOLUME   580062.404 3722857.855 -38.71
   LOCATION L0000013     VOLUME   580060.485 3722860.969 -38.71
   LOCATION L0000014     VOLUME   580058.566 3722864.082 -38.73
   LOCATION L0000015     VOLUME   580056.443 3722867.031 -38.75
   LOCATION L0000016     VOLUME   580053.800 3722869.559 -38.77
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   LOCATION L0000018     VOLUME   580048.514 3722874.616 -38.79
   LOCATION L0000019     VOLUME   580045.871 3722877.144 -38.80
   LOCATION L0000020     VOLUME   580043.886 3722880.214 -38.80
   LOCATION L0000021     VOLUME   580041.911 3722883.293 -38.79
   LOCATION L0000022     VOLUME   580039.935 3722886.371 -38.77
   LOCATION L0000023     VOLUME   580037.960 3722889.449 -38.76
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   LOCATION L0000025     VOLUME   580034.010 3722895.606 -38.71
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   LOCATION L0000030     VOLUME   580024.133 3722910.998 -38.74
   LOCATION L0000031     VOLUME   580022.158 3722914.076 -38.74
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   LOCATION L0000042     VOLUME   580000.430 3722947.938 -38.71
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   LOCATION L0000044     VOLUME   579996.479 3722954.095 -38.71
   LOCATION L0000045     VOLUME   579994.504 3722957.174 -38.71
   LOCATION L0000046     VOLUME   579992.529 3722960.252 -38.71
   LOCATION L0000047     VOLUME   579990.554 3722963.330 -38.71
   LOCATION L0000048     VOLUME   579988.578 3722966.409 -38.71
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LOCATION	L0000051	VOLUME	579982.652	3722975.644	-38.71
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LOCATION	L0000125	VOLUME	579841.904	3723206.619	-36.22
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LOCATION L0000402      VOLUME   579910.642 3723360.414 -36.27
LOCATION L0000403      VOLUME   579908.778 3723363.561 -36.27
LOCATION L0000404      VOLUME   579906.992 3723366.753 -36.27
LOCATION L0000405      VOLUME   579905.206 3723369.945 -36.27
LOCATION L0000406      VOLUME   579903.421 3723373.137 -36.27
LOCATION L0000407      VOLUME   579901.635 3723376.329 -36.27
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LOCATION	L0000408	VOLUME	579899.849	3723379.521	-36.27
LOCATION	L0000409	VOLUME	579898.063	3723382.713	-36.27
LOCATION	L0000410	VOLUME	579896.278	3723385.905	-36.27
LOCATION	L0000411	VOLUME	579894.492	3723389.097	-36.27
LOCATION	L0000412	VOLUME	579892.706	3723392.289	-36.27
LOCATION	L0000413	VOLUME	579890.920	3723395.481	-36.27
LOCATION	L0000414	VOLUME	579889.134	3723398.673	-36.27
LOCATION	L0000415	VOLUME	579887.349	3723401.865	-36.27
LOCATION	L0000416	VOLUME	579885.563	3723405.057	-36.27
LOCATION	L0000417	VOLUME	579883.777	3723408.249	-36.27
LOCATION	L0000418	VOLUME	579881.991	3723411.441	-36.27
LOCATION	L0000419	VOLUME	579880.205	3723414.633	-36.27
LOCATION	L0000420	VOLUME	579878.420	3723417.826	-36.25
LOCATION	L0000421	VOLUME	579876.634	3723421.018	-36.23
LOCATION	L0000422	VOLUME	579874.848	3723424.210	-36.21
LOCATION	L0000423	VOLUME	579873.062	3723427.402	-36.19
LOCATION	L0000424	VOLUME	579871.277	3723430.594	-36.18
LOCATION	L0000425	VOLUME	579869.491	3723433.786	-36.16
LOCATION	L0000426	VOLUME	579867.705	3723436.978	-36.14
LOCATION	L0000427	VOLUME	579865.919	3723440.170	-36.12
LOCATION	L0000428	VOLUME	579864.133	3723443.362	-36.10
LOCATION	L0000429	VOLUME	579862.348	3723446.554	-36.09
LOCATION	L0000430	VOLUME	579860.562	3723449.746	-36.07
LOCATION	L0000431	VOLUME	579858.776	3723452.938	-36.05
LOCATION	L0000432	VOLUME	579856.990	3723456.130	-36.03
LOCATION	L0000433	VOLUME	579855.204	3723459.322	-36.01
LOCATION	L0000434	VOLUME	579853.419	3723462.514	-36.00
LOCATION	L0000435	VOLUME	579851.633	3723465.706	-35.98
LOCATION	L0000436	VOLUME	579849.847	3723468.898	-36.01
LOCATION	L0000437	VOLUME	579848.061	3723472.090	-36.05
LOCATION	L0000438	VOLUME	579846.276	3723475.282	-36.10
LOCATION	L0000439	VOLUME	579844.490	3723478.474	-36.13
LOCATION	L0000440	VOLUME	579842.704	3723481.666	-36.17
LOCATION	L0000441	VOLUME	579840.918	3723484.858	-36.20
LOCATION	L0000442	VOLUME	579839.132	3723488.050	-36.22
LOCATION	L0000443	VOLUME	579837.347	3723491.242	-36.25
LOCATION	L0000444	VOLUME	579835.561	3723494.434	-36.27
LOCATION	L0000445	VOLUME	579833.775	3723497.626	-36.25
LOCATION	L0000446	VOLUME	579831.989	3723500.818	-36.22
LOCATION	L0000447	VOLUME	579830.203	3723504.010	-36.18
LOCATION	L0000448	VOLUME	579828.418	3723507.202	-36.15
LOCATION	L0000449	VOLUME	579826.632	3723510.394	-36.12
LOCATION	L0000450	VOLUME	579824.846	3723513.586	-36.09
LOCATION	L0000451	VOLUME	579823.060	3723516.778	-36.05
LOCATION	L0000452	VOLUME	579821.275	3723519.970	-36.02
LOCATION	L0000453	VOLUME	579819.489	3723523.162	-35.99
LOCATION	L0000454	VOLUME	579817.703	3723526.354	-35.97
LOCATION	L0000455	VOLUME	579815.917	3723529.546	-35.97
LOCATION	L0000456	VOLUME	579814.131	3723532.738	-35.97
LOCATION	L0000457	VOLUME	579812.346	3723535.930	-35.97
LOCATION	L0000458	VOLUME	579810.560	3723539.122	-35.97
LOCATION	L0000459	VOLUME	579808.774	3723542.314	-35.97
LOCATION	L0000460	VOLUME	579806.988	3723545.506	-35.97
LOCATION	L0000461	VOLUME	579805.202	3723548.698	-35.97

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   LOCATION L0000462     VOLUME   579803.417 3723551.890 -35.97
   LOCATION L0000463     VOLUME   579801.631 3723555.082 -35.97
   LOCATION L0000464     VOLUME   579799.845 3723558.275 -35.97
   LOCATION L0000465     VOLUME   579798.059 3723561.467 -35.97
   LOCATION L0000466     VOLUME   579796.274 3723564.659 -35.97
   LOCATION L0000467     VOLUME   579794.488 3723567.851 -35.97
   LOCATION L0000468     VOLUME   579792.702 3723571.043 -35.97
   LOCATION L0000469     VOLUME   579790.916 3723574.235 -35.97
   LOCATION L0000470     VOLUME   579789.130 3723577.427 -35.97
   LOCATION L0000471     VOLUME   579787.345 3723580.619 -35.97
   LOCATION L0000472     VOLUME   579785.559 3723583.811 -35.97
   LOCATION L0000473     VOLUME   579783.773 3723587.003 -35.97
   LOCATION L0000474     VOLUME   579781.987 3723590.195 -35.97
   LOCATION L0000475     VOLUME   579780.201 3723593.387 -35.97
** End of LINE VOLUME Source ID = RDONE
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDAIRW
** DESCRSRC Airport Blvd west of Project Site
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 5.0E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 7
** 580077.815, 3722811.474, -38.84, 0.00, 5.67
** 579930.520, 3722810.498, -38.31, 0.00, 5.67
** 579724.565, 3722817.970, -36.23, 0.00, 5.67
** 579657.572, 3722818.633, -36.01, 0.00, 5.67
** 579442.005, 3722818.125, -36.27, 0.00, 5.67
** 579336.736, 3722811.183, -36.27, 0.00, 5.67
** 579251.350, 3722810.179, -35.97, 0.00, 5.67
** ------------------------------------------------------------------------
   LOCATION L0000476     VOLUME   580071.719 3722811.433 -38.86
   LOCATION L0000477     VOLUME   580059.528 3722811.353 -38.96
   LOCATION L0000478     VOLUME   580047.336 3722811.272 -38.98
   LOCATION L0000479     VOLUME   580035.144 3722811.191 -39.01
   LOCATION L0000480     VOLUME   580022.952 3722811.110 -39.01
   LOCATION L0000481     VOLUME   580010.761 3722811.030 -39.01
   LOCATION L0000482     VOLUME   579998.569 3722810.949 -38.98
   LOCATION L0000483     VOLUME   579986.377 3722810.868 -38.75
   LOCATION L0000484     VOLUME   579974.185 3722810.787 -38.53
   LOCATION L0000485     VOLUME   579961.994 3722810.707 -38.44
   LOCATION L0000486     VOLUME   579949.802 3722810.626 -38.42
   LOCATION L0000487     VOLUME   579937.610 3722810.545 -38.38
   LOCATION L0000488     VOLUME   579925.422 3722810.683 -38.28
   LOCATION L0000489     VOLUME   579913.238 3722811.125 -38.18
   LOCATION L0000490     VOLUME   579901.054 3722811.567 -38.07
   LOCATION L0000491     VOLUME   579888.870 3722812.009 -37.95
   LOCATION L0000492     VOLUME   579876.686 3722812.451 -37.79
   LOCATION L0000493     VOLUME   579864.502 3722812.893 -37.54
   LOCATION L0000494     VOLUME   579852.318 3722813.335 -37.30
   LOCATION L0000495     VOLUME   579840.134 3722813.777 -37.24
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   LOCATION L0000496     VOLUME   579827.950 3722814.219 -37.21
   LOCATION L0000497     VOLUME   579815.766 3722814.661 -37.15
   LOCATION L0000498     VOLUME   579803.582 3722815.103 -37.07
   LOCATION L0000499     VOLUME   579791.398 3722815.545 -36.99
   LOCATION L0000500     VOLUME   579779.214 3722815.987 -36.83
   LOCATION L0000501     VOLUME   579767.030 3722816.429 -36.67
   LOCATION L0000502     VOLUME   579754.846 3722816.871 -36.52
   LOCATION L0000503     VOLUME   579742.662 3722817.313 -36.39
   LOCATION L0000504     VOLUME   579730.478 3722817.755 -36.27
   LOCATION L0000505     VOLUME   579718.290 3722818.032 -36.20
   LOCATION L0000506     VOLUME   579706.099 3722818.153 -36.13
   LOCATION L0000507     VOLUME   579693.907 3722818.273 -36.07
   LOCATION L0000508     VOLUME   579681.716 3722818.394 -36.02
   LOCATION L0000509     VOLUME   579669.525 3722818.515 -35.97
   LOCATION L0000510     VOLUME   579657.333 3722818.632 -35.97
   LOCATION L0000511     VOLUME   579645.141 3722818.604 -35.97
   LOCATION L0000512     VOLUME   579632.949 3722818.575 -36.01
   LOCATION L0000513     VOLUME   579620.757 3722818.546 -36.08
   LOCATION L0000514     VOLUME   579608.565 3722818.517 -36.14
   LOCATION L0000515     VOLUME   579596.373 3722818.489 -36.14
   LOCATION L0000516     VOLUME   579584.181 3722818.460 -36.14
   LOCATION L0000517     VOLUME   579571.989 3722818.431 -36.14
   LOCATION L0000518     VOLUME   579559.797 3722818.402 -36.14
   LOCATION L0000519     VOLUME   579547.605 3722818.374 -36.14
   LOCATION L0000520     VOLUME   579535.413 3722818.345 -36.14
   LOCATION L0000521     VOLUME   579523.222 3722818.316 -36.14
   LOCATION L0000522     VOLUME   579511.030 3722818.287 -36.14
   LOCATION L0000523     VOLUME   579498.838 3722818.259 -36.14
   LOCATION L0000524     VOLUME   579486.646 3722818.230 -36.14
   LOCATION L0000525     VOLUME   579474.454 3722818.201 -36.14
   LOCATION L0000526     VOLUME   579462.262 3722818.172 -36.14
   LOCATION L0000527     VOLUME   579450.070 3722818.144 -36.19
   LOCATION L0000528     VOLUME   579437.887 3722817.853 -36.24
   LOCATION L0000529     VOLUME   579425.721 3722817.051 -36.27
   LOCATION L0000530     VOLUME   579413.556 3722816.249 -36.27
   LOCATION L0000531     VOLUME   579401.390 3722815.446 -36.27
   LOCATION L0000532     VOLUME   579389.224 3722814.644 -36.27
   LOCATION L0000533     VOLUME   579377.059 3722813.842 -36.27
   LOCATION L0000534     VOLUME   579364.893 3722813.040 -36.27
   LOCATION L0000535     VOLUME   579352.728 3722812.238 -36.27
   LOCATION L0000536     VOLUME   579340.562 3722811.436 -36.27
   LOCATION L0000537     VOLUME   579328.379 3722811.085 -36.25
   LOCATION L0000538     VOLUME   579316.188 3722810.942 -36.23
   LOCATION L0000539     VOLUME   579303.997 3722810.798 -36.22
   LOCATION L0000540     VOLUME   579291.805 3722810.655 -36.22
   LOCATION L0000541     VOLUME   579279.614 3722810.511 -36.21
   LOCATION L0000542     VOLUME   579267.423 3722810.368 -36.11
   LOCATION L0000543     VOLUME   579255.232 3722810.225 -36.01
** End of LINE VOLUME Source ID = RDAIRW
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDAIRE
** DESCRSRC Airport Blvd east of Project Site
** PREFIX
```

```
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 0.0000117
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 580086.549, 3722811.395, -38.73, 0.00, 5.67
** 580220.964, 3722809.641, -38.34, 0.00, 5.67
** 580570.484, 3722812.421, -37.19, 0.00, 5.67
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   LOCATION L0000544     VOLUME   580092.645 3722811.316 -38.71
   LOCATION L0000545     VOLUME   580104.836 3722811.157 -38.71
   LOCATION L0000546     VOLUME   580117.026 3722810.998 -38.71
   LOCATION L0000547     VOLUME   580129.217 3722810.838 -38.62
   LOCATION L0000548     VOLUME   580141.408 3722810.679 -38.50
   LOCATION L0000549     VOLUME   580153.599 3722810.520 -38.40
   LOCATION L0000550     VOLUME   580165.790 3722810.361 -38.40
   LOCATION L0000551     VOLUME   580177.981 3722810.202 -38.40
   LOCATION L0000552     VOLUME   580190.172 3722810.043 -38.39
   LOCATION L0000553     VOLUME   580202.363 3722809.884 -38.37
   LOCATION L0000554     VOLUME   580214.554 3722809.725 -38.33
   LOCATION L0000555     VOLUME   580226.745 3722809.687 -38.22
   LOCATION L0000556     VOLUME   580238.937 3722809.784 -38.11
   LOCATION L0000557     VOLUME   580251.129 3722809.881 -38.10
   LOCATION L0000558     VOLUME   580263.320 3722809.978 -38.10
   LOCATION L0000559     VOLUME   580275.512 3722810.075 -38.09
   LOCATION L0000560     VOLUME   580287.704 3722810.172 -38.07
   LOCATION L0000561     VOLUME   580299.895 3722810.269 -38.05
   LOCATION L0000562     VOLUME   580312.087 3722810.366 -37.85
   LOCATION L0000563     VOLUME   580324.278 3722810.463 -37.65
   LOCATION L0000564     VOLUME   580336.470 3722810.560 -37.53
   LOCATION L0000565     VOLUME   580348.662 3722810.657 -37.51
   LOCATION L0000566     VOLUME   580360.853 3722810.754 -37.49
   LOCATION L0000567     VOLUME   580373.045 3722810.851 -37.49
   LOCATION L0000568     VOLUME   580385.236 3722810.947 -37.49
   LOCATION L0000569     VOLUME   580397.428 3722811.044 -37.41
   LOCATION L0000570     VOLUME   580409.620 3722811.141 -37.26
   LOCATION L0000571     VOLUME   580421.811 3722811.238 -37.12
   LOCATION L0000572     VOLUME   580434.003 3722811.335 -37.02
   LOCATION L0000573     VOLUME   580446.195 3722811.432 -36.92
   LOCATION L0000574     VOLUME   580458.386 3722811.529 -36.88
   LOCATION L0000575     VOLUME   580470.578 3722811.626 -36.88
   LOCATION L0000576     VOLUME   580482.769 3722811.723 -36.88
   LOCATION L0000577     VOLUME   580494.961 3722811.820 -36.88
   LOCATION L0000578     VOLUME   580507.153 3722811.917 -36.88
   LOCATION L0000579     VOLUME   580519.344 3722812.014 -36.97
   LOCATION L0000580     VOLUME   580531.536 3722812.111 -37.09
   LOCATION L0000581     VOLUME   580543.727 3722812.208 -37.19
   LOCATION L0000582     VOLUME   580555.919 3722812.305 -37.19
   LOCATION L0000583     VOLUME   580568.111 3722812.402 -37.19
** End of LINE VOLUME Source ID = RDAIRE
   LOCATION IDLING1      POINT      579805.150  3723587.850      -35.970
** DESCRSRC Truck Idling at LW-1A
   LOCATION IDLING2      POINT      579874.040  3723475.220      -36.230
```

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** DESCRSRC Truck Idling at LW-1B
   LOCATION IDLING3      POINT      579883.560  3723455.580      -36.270
** DESCRSRC Truck Idling at LW-2
   LOCATION IDLING4      POINT      579760.060  3723570.450      -35.970
** DESCRSRC Truck Idling at LW-3A
   LOCATION IDLING5      POINT      579788.530  3723421.660      -36.120
** DESCRSRC Truck Idling at LW-3B
   LOCATION IDLING6      POINT      579808.320  3723334.150      -35.850
** DESCRSRC Truck Idling at LW-4
** Source Parameters **
** LINE VOLUME Source ID = RDONW
   SRCPARAM L0000001     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000002     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000003     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000004     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000005     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000006     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000007     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000008     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000009     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000010     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000011     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000012     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000013     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000014     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000015     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000016     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000017     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000018     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000019     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000020     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000021     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000022     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000023     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000024     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000025     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000026     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000027     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000028     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000029     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000030     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000031     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000032     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000033     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000034     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000035     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000036     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000037     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000038     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000039     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000040     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000041     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000042     0.00000009404      0.00      1.70      0.85
   SRCPARAM L0000043     0.00000009404      0.00      1.70      0.85
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SRCPARAM L0000044	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000045	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000046	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000047	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000048	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000049	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000050	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000051	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000052	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000053	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000054	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000055	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000056	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000057	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000058	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000059	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000060	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000061	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000062	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000063	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000064	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000065	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000066	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000067	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000068	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000069	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000070	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000071	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000072	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000073	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000074	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000075	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000076	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000077	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000078	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000079	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000080	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000081	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000082	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000083	0.00000009404	0.00	1.70	0.85
SRCPARAM L0000084	0.00000009404	0.00	1.70	0.85
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   SRCPARAM L0000257     0.00000009417      0.00      1.70      0.85
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SRCPARAM	L0000377	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000378	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000379	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000380	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000381	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000382	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000383	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000384	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000385	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000386	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000387	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000388	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000389	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000390	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000391	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000392	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000393	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000394	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000395	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000396	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000397	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000398	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000399	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000400	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000401	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000402	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000403	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000404	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000405	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000406	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000407	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000408	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000409	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000410	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000411	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000412	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000413	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000414	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000415	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000416	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000417	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000418	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000419	0.00000009417	0.00	1.70	0.85

SRCPARAM	L0000420	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000421	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000422	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000423	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000424	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000425	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000426	0.00000009417	0.00	1.70	0.85
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SRCPARAM	L0000428	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000429	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000430	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000431	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000432	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000433	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000434	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000435	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000436	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000437	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000438	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000439	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000440	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000441	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000442	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000443	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000444	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000445	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000446	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000447	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000448	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000449	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000450	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000451	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000452	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000453	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000454	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000455	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000456	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000457	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000458	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000459	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000460	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000461	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000462	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000463	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000464	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000465	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000466	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000467	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000468	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000469	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000470	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000471	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000472	0.00000009417	0.00	1.70	0.85
SRCPARAM	L0000473	0.00000009417	0.00	1.70	0.85

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   SRCPARAM L0000474     0.00000009417      0.00      1.70      0.85
   SRCPARAM L0000475     0.00000009417      0.00      1.70      0.85
** --------------------------------------------------------------------
** LINE VOLUME Source ID = RDAIRW
   SRCPARAM L0000476     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000477     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000478     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000479     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000480     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000481     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000482     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000483     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000484     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000485     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000486     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000487     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000488     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000489     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000490     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000491     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000492     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000493     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000494     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000495     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000496     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000497     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000498     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000499     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000500     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000501     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000502     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000503     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000504     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000505     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000506     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000507     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000508     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000509     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000510     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000511     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000512     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000513     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000514     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000515     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000516     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000517     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000518     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000519     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000520     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000521     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000522     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000523     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000524     0.00000007353      0.00      5.67      0.85
   SRCPARAM L0000525     0.00000007353      0.00      5.67      0.85
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   SRCPARAM L0000526     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000527     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000528     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000529     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000530     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000531     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000532     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000533     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000534     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000535     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000536     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000537     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000538     0.00000007353      0.00       5.67       0.85
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   SRCPARAM L0000540     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000541     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000542     0.00000007353      0.00       5.67       0.85
   SRCPARAM L0000543     0.00000007353      0.00       5.67       0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = RDAIRE
   SRCPARAM L0000544     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000545     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000546     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000547     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000548     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000549     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000550     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000551     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000552     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000553     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000554     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000555     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000556     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000557     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000558     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000559     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000560     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000561     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000562     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000563     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000564     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000565     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000566     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000567     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000568     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000569     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000570     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000571     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000572     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000573     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000574     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000575     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000576     0.0000002925      0.00       5.67       0.85
   SRCPARAM L0000577     0.0000002925      0.00       5.67       0.85
```

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   SRCPARAM L0000578     0.0000002925      0.00      5.67      0.85
   SRCPARAM L0000579     0.0000002925      0.00      5.67      0.85
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   SRCPARAM L0000581     0.0000002925      0.00      5.67      0.85
   SRCPARAM L0000582     0.0000002925      0.00      5.67      0.85
   SRCPARAM L0000583     0.0000002925      0.00      5.67      0.85
** ------------------------------------------------------------------------
   SRCPARAM IDLING1       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING2       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING3       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING4       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING5       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING6       0.000018     3.840   366.000  50.00000
0.100
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED DPM2025.rou
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\KTRM_V9_ADJU\KTRM_v9.SFC
   PROFFILE ..\KTRM_V9_ADJU\KTRM_v9.PFL
   SURFDATA 3104 2012 KTRM_Airport
   UAIRDATA 3190 2012
   PROFBASE -36.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
```

```
   PLOTFILE 24 ALL 1ST DPM2025.AD\24H1GALL.PLT 31
   PLOTFILE ANNUAL ALL DPM2025.AD\AN00GALL.PLT 32
   SUMMFILE DPM2025.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

* AERMOD (19191): Coachella Airport Business Park - 2025 DPM 03/16/21
* AERMET (16216): 16:13:17
* MODELING OPTIONS USED: RegDFAULT CONC ELEV URBAN ADJ_U*
* PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 5 YEARS FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 11 RECEPTORS.
* FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)

X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	NUM YRS	NET ID
580086.00000	3722773.00000	0.00253	-39.01	-39.01	0.00	ANNUAL	ALL	00000005	
580122.00000	3722774.00000	0.00301	-38.71	-38.71	0.00	ANNUAL	ALL	00000005	
580172.00000	3722775.00000	0.00297	-38.50	-38.50	0.00	ANNUAL	ALL	00000005	
580242.00000	3722717.00000	0.00166	-38.40	-38.40	0.00	ANNUAL	ALL	00000005	
580289.00000	3722738.00000	0.00175	-37.99	-37.99	0.00	ANNUAL	ALL	00000005	
580337.00000	3722732.00000	0.00155	-37.80	-37.80	0.00	ANNUAL	ALL	00000005	
579963.00000	3722704.00000	0.00102	-36.08	-36.08	0.00	ANNUAL	ALL	00000005	
579927.00000	3722644.00000	0.00077	-36.33	-36.33	0.00	ANNUAL	ALL	00000005	
579519.00000	3722783.00000	0.00067	-36.27	-36.27	0.00	ANNUAL	ALL	00000005	
579466.00000	3722781.00000	0.00061	-36.27	-36.27	0.00	ANNUAL	ALL	00000005	
579393.00000	3722779.00000	0.00057	-36.27	-36.27	0.00	ANNUAL	ALL	00000005	

** CONCUNIT ug/m^3
** DEPUNIT g/m^2

```
* AERMOD ( 19191): Coachella Airport Business Park - 2025 DPM                                03/16/21
* AERMET ( 16216): PM10                                                                      16:13:17
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF  HIGH   1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF    11 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),3X,A5,2X,A8,2X,A5,5X,A8,2X,I8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG    AVE     GRP       RANK     NET ID   DATE(CONC)
* ____________  ____________  ____________   ______   ______   ______  ______  ________  ________  ________  ________
  580086.00000 3722773.00000       0.00466   -39.01   -39.01     0.00   24-HR  ALL         1ST               14120224
  580122.00000 3722774.00000       0.00538   -38.71   -38.71     0.00   24-HR  ALL         1ST               15100624
  580172.00000 3722775.00000       0.00501   -38.50   -38.50     0.00   24-HR  ALL         1ST               16012524
  580242.00000 3722717.00000       0.00305   -38.40   -38.40     0.00   24-HR  ALL         1ST               15120424
  580289.00000 3722738.00000       0.00324   -37.99   -37.99     0.00   24-HR  ALL         1ST               16012524
  580337.00000 3722732.00000       0.00297   -37.80   -37.80     0.00   24-HR  ALL         1ST               16012524
  579963.00000 3722704.00000       0.00214   -36.08   -36.08     0.00   24-HR  ALL         1ST               16100924
  579927.00000 3722644.00000       0.00178   -36.33   -36.33     0.00   24-HR  ALL         1ST               16121924
  579519.00000 3722783.00000       0.00158   -36.27   -36.27     0.00   24-HR  ALL         1ST               16010124
  579466.00000 3722781.00000       0.00134   -36.27   -36.27     0.00   24-HR  ALL         1ST               16010124
  579393.00000 3722779.00000       0.00118   -36.27   -36.27     0.00   24-HR  ALL         1ST               16011024
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX E

AERMOD Model Years 2027 – 2041 Operational PM10 Printouts

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**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.9.0
** Lakes Environmental Software Inc.
** Date: 3/16/2021
** File: C:\Vista Env\2019\19039 Coachella\AERMOD\DPM2027\DPM2027.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE Coachella Airport Business Park - 2027-2041 DPM
   TITLETWO PM10
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 2189641 Riverside_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL DPM2027.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
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** LINE VOLUME Source ID = RDONW
** DESCRSRC Onsite Road West
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000181
** Vertical Dimension = 1.83
** SZINIT = 0.85
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** End of LINE VOLUME Source ID = RDONW
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONE
** DESCRSRC Onsite Road East
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000185
** Vertical Dimension = 1.83
** SZINIT = 0.85
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   LOCATION L0001118     VOLUME   579352.728 3722812.238 -36.27
   LOCATION L0001119     VOLUME   579340.562 3722811.436 -36.27
   LOCATION L0001120     VOLUME   579328.379 3722811.085 -36.25
   LOCATION L0001121     VOLUME   579316.188 3722810.942 -36.23
   LOCATION L0001122     VOLUME   579303.997 3722810.798 -36.22
   LOCATION L0001123     VOLUME   579291.805 3722810.655 -36.22
   LOCATION L0001124     VOLUME   579279.614 3722810.511 -36.21
   LOCATION L0001125     VOLUME   579267.423 3722810.368 -36.11
   LOCATION L0001126     VOLUME   579255.232 3722810.225 -36.01
** End of LINE VOLUME Source ID = RDAIRW
** --------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDAIRE
** DESCRSRC Airport Blvd east of Project Site
** PREFIX
```

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** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 0.0000103
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 580086.549, 3722811.395, -38.73, 0.00, 5.67
** 580220.964, 3722809.641, -38.34, 0.00, 5.67
** 580570.484, 3722812.421, -37.19, 0.00, 5.67
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   LOCATION L0001128     VOLUME   580104.836 3722811.157 -38.71
   LOCATION L0001129     VOLUME   580117.026 3722810.998 -38.71
   LOCATION L0001130     VOLUME   580129.217 3722810.838 -38.62
   LOCATION L0001131     VOLUME   580141.408 3722810.679 -38.50
   LOCATION L0001132     VOLUME   580153.599 3722810.520 -38.40
   LOCATION L0001133     VOLUME   580165.790 3722810.361 -38.40
   LOCATION L0001134     VOLUME   580177.981 3722810.202 -38.40
   LOCATION L0001135     VOLUME   580190.172 3722810.043 -38.39
   LOCATION L0001136     VOLUME   580202.363 3722809.884 -38.37
   LOCATION L0001137     VOLUME   580214.554 3722809.725 -38.33
   LOCATION L0001138     VOLUME   580226.745 3722809.687 -38.22
   LOCATION L0001139     VOLUME   580238.937 3722809.784 -38.11
   LOCATION L0001140     VOLUME   580251.129 3722809.881 -38.10
   LOCATION L0001141     VOLUME   580263.320 3722809.978 -38.10
   LOCATION L0001142     VOLUME   580275.512 3722810.075 -38.09
   LOCATION L0001143     VOLUME   580287.704 3722810.172 -38.07
   LOCATION L0001144     VOLUME   580299.895 3722810.269 -38.05
   LOCATION L0001145     VOLUME   580312.087 3722810.366 -37.85
   LOCATION L0001146     VOLUME   580324.278 3722810.463 -37.65
   LOCATION L0001147     VOLUME   580336.470 3722810.560 -37.53
   LOCATION L0001148     VOLUME   580348.662 3722810.657 -37.51
   LOCATION L0001149     VOLUME   580360.853 3722810.754 -37.49
   LOCATION L0001150     VOLUME   580373.045 3722810.851 -37.49
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   LOCATION L0001152     VOLUME   580397.428 3722811.044 -37.41
   LOCATION L0001153     VOLUME   580409.620 3722811.141 -37.26
   LOCATION L0001154     VOLUME   580421.811 3722811.238 -37.12
   LOCATION L0001155     VOLUME   580434.003 3722811.335 -37.02
   LOCATION L0001156     VOLUME   580446.195 3722811.432 -36.92
   LOCATION L0001157     VOLUME   580458.386 3722811.529 -36.88
   LOCATION L0001158     VOLUME   580470.578 3722811.626 -36.88
   LOCATION L0001159     VOLUME   580482.769 3722811.723 -36.88
   LOCATION L0001160     VOLUME   580494.961 3722811.820 -36.88
   LOCATION L0001161     VOLUME   580507.153 3722811.917 -36.88
   LOCATION L0001162     VOLUME   580519.344 3722812.014 -36.97
   LOCATION L0001163     VOLUME   580531.536 3722812.111 -37.09
   LOCATION L0001164     VOLUME   580543.727 3722812.208 -37.19
   LOCATION L0001165     VOLUME   580555.919 3722812.305 -37.19
   LOCATION L0001166     VOLUME   580568.111 3722812.402 -37.19
** End of LINE VOLUME Source ID = RDAIRE
   LOCATION IDLING1      POINT      579805.150  3723587.850      -35.970
** DESCRSRC Truck Idling at LW-1A
   LOCATION IDLING2      POINT      579874.040  3723475.220      -36.230
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** DESCRSRC Truck Idling at LW-1B
   LOCATION IDLING3      POINT      579883.560  3723455.580      -36.270
** DESCRSRC Truck Idling at LW-2
   LOCATION IDLING4      POINT      579760.060  3723570.450      -35.970
** DESCRSRC Truck Idling at LW-3A
   LOCATION IDLING5      POINT      579788.530  3723421.660      -36.120
** DESCRSRC Truck Idling at LW-3B
   LOCATION IDLING6      POINT      579808.320  3723334.150      -35.850
** DESCRSRC Truck Idling at LW-4
** Source Parameters **
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   SRCPARAM L0001100     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001101     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001102     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001103     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001104     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001105     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001106     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001107     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001108     0.00000006456      0.00       5.67       0.85
```

```
   SRCPARAM L0001109     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001110     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001111     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001112     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001113     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001114     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001115     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001116     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001117     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001118     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001119     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001120     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001121     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001122     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001123     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001124     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001125     0.00000006456      0.00       5.67       0.85
   SRCPARAM L0001126     0.00000006456      0.00       5.67       0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = RDAIRE
   SRCPARAM L0001127     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001128     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001129     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001130     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001131     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001132     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001133     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001134     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001135     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001136     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001137     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001138     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001139     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001140     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001141     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001142     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001143     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001144     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001145     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001146     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001147     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001148     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001149     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001150     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001151     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001152     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001153     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001154     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001155     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001156     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001157     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001158     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001159     0.0000002575      0.00       5.67       0.85
   SRCPARAM L0001160     0.0000002575      0.00       5.67       0.85
```

```
   SRCPARAM L0001161     0.0000002575      0.00      5.67      0.85
   SRCPARAM L0001162     0.0000002575      0.00      5.67      0.85
   SRCPARAM L0001163     0.0000002575      0.00      5.67      0.85
   SRCPARAM L0001164     0.0000002575      0.00      5.67      0.85
   SRCPARAM L0001165     0.0000002575      0.00      5.67      0.85
   SRCPARAM L0001166     0.0000002575      0.00      5.67      0.85
** ------------------------------------------------------------------------
   SRCPARAM IDLING1       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING2       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING3       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING4       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING5       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING6       0.000018     3.840   366.000  50.00000
0.100
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED DPM2027.rou
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\KTRM_V9_ADJU\KTRM_v9.SFC
   PROFFILE ..\KTRM_V9_ADJU\KTRM_v9.PFL
   SURFDATA 3104 2012 KTRM_Airport
   UAIRDATA 3190 2012
   PROFBASE -36.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
```

```
   PLOTFILE 24 ALL 1ST DPM2027.AD\24H1GALL.PLT 31
   PLOTFILE ANNUAL ALL DPM2027.AD\AN00GALL.PLT 32
   SUMMFILE DPM2027.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

```
* AERMOD ( 19191): Coachella Airport Business Park - 2027-2041 DPM                        03/16/21
* AERMET ( 16216):                                                                        16:30:38
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS   5 YEARS FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF    11 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG    AVE     GRP       NUM YRS   NET ID
* ____________ ____________ _____________ ______ ______ ______ ______ ________ ________ ________
  580086.00000 3722773.00000       0.00222   -39.01   -39.01     0.00  ANNUAL  ALL       00000005
  580122.00000 3722774.00000       0.00265   -38.71   -38.71     0.00  ANNUAL  ALL       00000005
  580172.00000 3722775.00000       0.00263   -38.50   -38.50     0.00  ANNUAL  ALL       00000005
  580242.00000 3722717.00000       0.00149   -38.40   -38.40     0.00  ANNUAL  ALL       00000005
  580289.00000 3722738.00000       0.00157   -37.99   -37.99     0.00  ANNUAL  ALL       00000005
  580337.00000 3722732.00000       0.00140   -37.80   -37.80     0.00  ANNUAL  ALL       00000005
  579963.00000 3722704.00000       0.00094   -36.08   -36.08     0.00  ANNUAL  ALL       00000005
  579927.00000 3722644.00000       0.00071   -36.33   -36.33     0.00  ANNUAL  ALL       00000005
  579519.00000 3722783.00000       0.00061   -36.27   -36.27     0.00  ANNUAL  ALL       00000005
  579466.00000 3722781.00000       0.00055   -36.27   -36.27     0.00  ANNUAL  ALL       00000005
  579393.00000 3722779.00000       0.00052   -36.27   -36.27     0.00  ANNUAL  ALL       00000005
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX F

AERMOD Model Years 2041 – 2054 Operational PM10 Printouts

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.9.0
** Lakes Environmental Software Inc.
** Date: 3/16/2021
** File: C:\Vista Env\2019\19039 Coachella\AERMOD\DPM2041\DPM2041.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE Coachella Airport Business Park - 2041-2054 DPM
   TITLETWO PM10
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 2189641 Riverside_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL DPM2041.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** --------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONW
** DESCRSRC Onsite Road West
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.000016
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 12
** 580081.698, 3722820.821, -38.71, 0.00, 1.70
** 580078.612, 3722831.558, -38.76, 0.00, 1.70
** 580057.187, 3722866.319, -38.71, 0.00, 1.70
** 580045.833, 3722877.181, -38.88, 0.00, 1.70
** 579930.018, 3723057.672, -38.69, 0.00, 1.70
** 579892.856, 3723115.163, -37.71, 0.00, 1.70
** 579849.461, 3723190.506, -36.29, 0.00, 1.70
```

```
** 579823.082, 3723246.755, -36.03, 0.00, 1.70
** 579796.274, 3723323.282, -35.97, 0.00, 1.70
** 579782.061, 3723364.922, -35.95, 0.00, 1.70
** 579768.794, 3723424.825, -36.02, 0.00, 1.70
** 579741.158, 3723594.651, -35.95, 0.00, 1.70
** --------------------------------------------------------------------------
   LOCATION L0001167     VOLUME   580081.193 3722822.578 -38.75
   LOCATION L0001168     VOLUME   580080.183 3722826.094 -38.74
   LOCATION L0001169     VOLUME   580079.172 3722829.609 -38.73
   LOCATION L0001170     VOLUME   580077.757 3722832.945 -38.72
   LOCATION L0001171     VOLUME   580075.838 3722836.059 -38.71
   LOCATION L0001172     VOLUME   580073.919 3722839.173 -38.71
   LOCATION L0001173     VOLUME   580072.000 3722842.286 -38.71
   LOCATION L0001174     VOLUME   580070.081 3722845.400 -38.71
   LOCATION L0001175     VOLUME   580068.162 3722848.514 -38.71
   LOCATION L0001176     VOLUME   580066.243 3722851.627 -38.71
   LOCATION L0001177     VOLUME   580064.324 3722854.741 -38.71
   LOCATION L0001178     VOLUME   580062.404 3722857.855 -38.71
   LOCATION L0001179     VOLUME   580060.485 3722860.969 -38.71
   LOCATION L0001180     VOLUME   580058.566 3722864.082 -38.73
   LOCATION L0001181     VOLUME   580056.443 3722867.031 -38.75
   LOCATION L0001182     VOLUME   580053.800 3722869.559 -38.77
   LOCATION L0001183     VOLUME   580051.157 3722872.088 -38.78
   LOCATION L0001184     VOLUME   580048.514 3722874.616 -38.79
   LOCATION L0001185     VOLUME   580045.871 3722877.144 -38.80
   LOCATION L0001186     VOLUME   580043.886 3722880.214 -38.80
   LOCATION L0001187     VOLUME   580041.911 3722883.293 -38.79
   LOCATION L0001188     VOLUME   580039.935 3722886.371 -38.77
   LOCATION L0001189     VOLUME   580037.960 3722889.449 -38.76
   LOCATION L0001190     VOLUME   580035.985 3722892.528 -38.73
   LOCATION L0001191     VOLUME   580034.010 3722895.606 -38.71
   LOCATION L0001192     VOLUME   580032.034 3722898.685 -38.71
   LOCATION L0001193     VOLUME   580030.059 3722901.763 -38.71
   LOCATION L0001194     VOLUME   580028.084 3722904.841 -38.73
   LOCATION L0001195     VOLUME   580026.108 3722907.920 -38.74
   LOCATION L0001196     VOLUME   580024.133 3722910.998 -38.74
   LOCATION L0001197     VOLUME   580022.158 3722914.076 -38.74
   LOCATION L0001198     VOLUME   580020.183 3722917.155 -38.74
   LOCATION L0001199     VOLUME   580018.207 3722920.233 -38.73
   LOCATION L0001200     VOLUME   580016.232 3722923.312 -38.72
   LOCATION L0001201     VOLUME   580014.257 3722926.390 -38.71
   LOCATION L0001202     VOLUME   580012.282 3722929.468 -38.71
   LOCATION L0001203     VOLUME   580010.306 3722932.547 -38.71
   LOCATION L0001204     VOLUME   580008.331 3722935.625 -38.71
   LOCATION L0001205     VOLUME   580006.356 3722938.703 -38.71
   LOCATION L0001206     VOLUME   580004.380 3722941.782 -38.71
   LOCATION L0001207     VOLUME   580002.405 3722944.860 -38.71
   LOCATION L0001208     VOLUME   580000.430 3722947.938 -38.71
   LOCATION L0001209     VOLUME   579998.455 3722951.017 -38.71
   LOCATION L0001210     VOLUME   579996.479 3722954.095 -38.71
   LOCATION L0001211     VOLUME   579994.504 3722957.174 -38.71
   LOCATION L0001212     VOLUME   579992.529 3722960.252 -38.71
   LOCATION L0001213     VOLUME   579990.554 3722963.330 -38.71
   LOCATION L0001214     VOLUME   579988.578 3722966.409 -38.71
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LOCATION	L0001215	VOLUME	579986.603	3722969.487	-38.71
LOCATION	L0001216	VOLUME	579984.628	3722972.565	-38.71
LOCATION	L0001217	VOLUME	579982.652	3722975.644	-38.71
LOCATION	L0001218	VOLUME	579980.677	3722978.722	-38.71
LOCATION	L0001219	VOLUME	579978.702	3722981.800	-38.71
LOCATION	L0001220	VOLUME	579976.727	3722984.879	-38.71
LOCATION	L0001221	VOLUME	579974.751	3722987.957	-38.71
LOCATION	L0001222	VOLUME	579972.776	3722991.036	-38.71
LOCATION	L0001223	VOLUME	579970.801	3722994.114	-38.71
LOCATION	L0001224	VOLUME	579968.826	3722997.192	-38.71
LOCATION	L0001225	VOLUME	579966.850	3723000.271	-38.71
LOCATION	L0001226	VOLUME	579964.875	3723003.349	-38.71
LOCATION	L0001227	VOLUME	579962.900	3723006.427	-38.71
LOCATION	L0001228	VOLUME	579960.924	3723009.506	-38.71
LOCATION	L0001229	VOLUME	579958.949	3723012.584	-38.71
LOCATION	L0001230	VOLUME	579956.974	3723015.663	-38.71
LOCATION	L0001231	VOLUME	579954.999	3723018.741	-38.69
LOCATION	L0001232	VOLUME	579953.023	3723021.819	-38.68
LOCATION	L0001233	VOLUME	579951.048	3723024.898	-38.68
LOCATION	L0001234	VOLUME	579949.073	3723027.976	-38.67
LOCATION	L0001235	VOLUME	579947.098	3723031.054	-38.68
LOCATION	L0001236	VOLUME	579945.122	3723034.133	-38.68
LOCATION	L0001237	VOLUME	579943.147	3723037.211	-38.69
LOCATION	L0001238	VOLUME	579941.172	3723040.289	-38.70
LOCATION	L0001239	VOLUME	579939.197	3723043.368	-38.71
LOCATION	L0001240	VOLUME	579937.221	3723046.446	-38.70
LOCATION	L0001241	VOLUME	579935.246	3723049.525	-38.68
LOCATION	L0001242	VOLUME	579933.271	3723052.603	-38.65
LOCATION	L0001243	VOLUME	579931.295	3723055.681	-38.64
LOCATION	L0001244	VOLUME	579929.316	3723058.757	-38.63
LOCATION	L0001245	VOLUME	579927.331	3723061.829	-38.62
LOCATION	L0001246	VOLUME	579925.345	3723064.901	-38.61
LOCATION	L0001247	VOLUME	579923.360	3723067.972	-38.61
LOCATION	L0001248	VOLUME	579921.374	3723071.044	-38.62
LOCATION	L0001249	VOLUME	579919.389	3723074.116	-38.62
LOCATION	L0001250	VOLUME	579917.403	3723077.188	-38.61
LOCATION	L0001251	VOLUME	579915.417	3723080.259	-38.57
LOCATION	L0001252	VOLUME	579913.432	3723083.331	-38.53
LOCATION	L0001253	VOLUME	579911.446	3723086.403	-38.48
LOCATION	L0001254	VOLUME	579909.461	3723089.475	-38.41
LOCATION	L0001255	VOLUME	579907.475	3723092.546	-38.31
LOCATION	L0001256	VOLUME	579905.489	3723095.618	-38.21
LOCATION	L0001257	VOLUME	579903.504	3723098.690	-38.11
LOCATION	L0001258	VOLUME	579901.518	3723101.761	-38.00
LOCATION	L0001259	VOLUME	579899.533	3723104.833	-37.89
LOCATION	L0001260	VOLUME	579897.547	3723107.905	-37.80
LOCATION	L0001261	VOLUME	579895.562	3723110.977	-37.71
LOCATION	L0001262	VOLUME	579893.576	3723114.048	-37.63
LOCATION	L0001263	VOLUME	579891.692	3723117.182	-37.55
LOCATION	L0001264	VOLUME	579889.867	3723120.352	-37.48
LOCATION	L0001265	VOLUME	579888.041	3723123.521	-37.41
LOCATION	L0001266	VOLUME	579886.216	3723126.691	-37.35
LOCATION	L0001267	VOLUME	579884.390	3723129.860	-37.29
LOCATION	L0001268	VOLUME	579882.565	3723133.030	-37.23

LOCATION	L0001269	VOLUME	579880.739	3723136.199	-37.18
LOCATION	L0001270	VOLUME	579878.914	3723139.369	-37.11
LOCATION	L0001271	VOLUME	579877.088	3723142.538	-37.05
LOCATION	L0001272	VOLUME	579875.263	3723145.708	-36.99
LOCATION	L0001273	VOLUME	579873.437	3723148.877	-36.94
LOCATION	L0001274	VOLUME	579871.612	3723152.047	-36.88
LOCATION	L0001275	VOLUME	579869.786	3723155.216	-36.84
LOCATION	L0001276	VOLUME	579867.961	3723158.386	-36.79
LOCATION	L0001277	VOLUME	579866.135	3723161.555	-36.75
LOCATION	L0001278	VOLUME	579864.310	3723164.725	-36.72
LOCATION	L0001279	VOLUME	579862.484	3723167.894	-36.67
LOCATION	L0001280	VOLUME	579860.659	3723171.063	-36.62
LOCATION	L0001281	VOLUME	579858.833	3723174.233	-36.57
LOCATION	L0001282	VOLUME	579857.008	3723177.402	-36.52
LOCATION	L0001283	VOLUME	579855.182	3723180.572	-36.47
LOCATION	L0001284	VOLUME	579853.357	3723183.741	-36.42
LOCATION	L0001285	VOLUME	579851.531	3723186.911	-36.37
LOCATION	L0001286	VOLUME	579849.706	3723190.080	-36.31
LOCATION	L0001287	VOLUME	579848.116	3723193.373	-36.27
LOCATION	L0001288	VOLUME	579846.563	3723196.684	-36.23
LOCATION	L0001289	VOLUME	579845.010	3723199.996	-36.22
LOCATION	L0001290	VOLUME	579843.457	3723203.307	-36.22
LOCATION	L0001291	VOLUME	579841.904	3723206.619	-36.22
LOCATION	L0001292	VOLUME	579840.351	3723209.930	-36.22
LOCATION	L0001293	VOLUME	579838.798	3723213.242	-36.22
LOCATION	L0001294	VOLUME	579837.245	3723216.554	-36.23
LOCATION	L0001295	VOLUME	579835.692	3723219.865	-36.24
LOCATION	L0001296	VOLUME	579834.139	3723223.177	-36.26
LOCATION	L0001297	VOLUME	579832.586	3723226.488	-36.26
LOCATION	L0001298	VOLUME	579831.033	3723229.800	-36.23
LOCATION	L0001299	VOLUME	579829.480	3723233.111	-36.19
LOCATION	L0001300	VOLUME	579827.928	3723236.423	-36.16
LOCATION	L0001301	VOLUME	579826.375	3723239.734	-36.13
LOCATION	L0001302	VOLUME	579824.822	3723243.046	-36.09
LOCATION	L0001303	VOLUME	579823.269	3723246.357	-36.06
LOCATION	L0001304	VOLUME	579822.018	3723249.792	-36.02
LOCATION	L0001305	VOLUME	579820.809	3723253.244	-35.99
LOCATION	L0001306	VOLUME	579819.600	3723256.696	-35.97
LOCATION	L0001307	VOLUME	579818.390	3723260.148	-35.97
LOCATION	L0001308	VOLUME	579817.181	3723263.600	-35.97
LOCATION	L0001309	VOLUME	579815.972	3723267.052	-35.97
LOCATION	L0001310	VOLUME	579814.763	3723270.504	-35.97
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LOCATION L0001591      VOLUME   579869.491 3723433.786 -36.16
LOCATION L0001592      VOLUME   579867.705 3723436.978 -36.14
LOCATION L0001593      VOLUME   579865.919 3723440.170 -36.12
LOCATION L0001594      VOLUME   579864.133 3723443.362 -36.10
LOCATION L0001595      VOLUME   579862.348 3723446.554 -36.09
LOCATION L0001596      VOLUME   579860.562 3723449.746 -36.07
LOCATION L0001597      VOLUME   579858.776 3723452.938 -36.05
LOCATION L0001598      VOLUME   579856.990 3723456.130 -36.03
LOCATION L0001599      VOLUME   579855.204 3723459.322 -36.01
LOCATION L0001600      VOLUME   579853.419 3723462.514 -36.00
LOCATION L0001601      VOLUME   579851.633 3723465.706 -35.98
LOCATION L0001602      VOLUME   579849.847 3723468.898 -36.01
LOCATION L0001603      VOLUME   579848.061 3723472.090 -36.05
LOCATION L0001604      VOLUME   579846.276 3723475.282 -36.10
LOCATION L0001605      VOLUME   579844.490 3723478.474 -36.13
LOCATION L0001606      VOLUME   579842.704 3723481.666 -36.17
LOCATION L0001607      VOLUME   579840.918 3723484.858 -36.20
LOCATION L0001608      VOLUME   579839.132 3723488.050 -36.22
LOCATION L0001609      VOLUME   579837.347 3723491.242 -36.25
LOCATION L0001610      VOLUME   579835.561 3723494.434 -36.27
LOCATION L0001611      VOLUME   579833.775 3723497.626 -36.25
LOCATION L0001612      VOLUME   579831.989 3723500.818 -36.22
LOCATION L0001613      VOLUME   579830.203 3723504.010 -36.18
LOCATION L0001614      VOLUME   579828.418 3723507.202 -36.15
LOCATION L0001615      VOLUME   579826.632 3723510.394 -36.12
LOCATION L0001616      VOLUME   579824.846 3723513.586 -36.09
LOCATION L0001617      VOLUME   579823.060 3723516.778 -36.05
LOCATION L0001618      VOLUME   579821.275 3723519.970 -36.02
LOCATION L0001619      VOLUME   579819.489 3723523.162 -35.99
LOCATION L0001620      VOLUME   579817.703 3723526.354 -35.97
LOCATION L0001621      VOLUME   579815.917 3723529.546 -35.97
LOCATION L0001622      VOLUME   579814.131 3723532.738 -35.97
LOCATION L0001623      VOLUME   579812.346 3723535.930 -35.97
LOCATION L0001624      VOLUME   579810.560 3723539.122 -35.97
LOCATION L0001625      VOLUME   579808.774 3723542.314 -35.97
LOCATION L0001626      VOLUME   579806.988 3723545.506 -35.97
LOCATION L0001627      VOLUME   579805.202 3723548.698 -35.97
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   LOCATION L0001628     VOLUME   579803.417 3723551.890 -35.97
   LOCATION L0001629     VOLUME   579801.631 3723555.082 -35.97
   LOCATION L0001630     VOLUME   579799.845 3723558.275 -35.97
   LOCATION L0001631     VOLUME   579798.059 3723561.467 -35.97
   LOCATION L0001632     VOLUME   579796.274 3723564.659 -35.97
   LOCATION L0001633     VOLUME   579794.488 3723567.851 -35.97
   LOCATION L0001634     VOLUME   579792.702 3723571.043 -35.97
   LOCATION L0001635     VOLUME   579790.916 3723574.235 -35.97
   LOCATION L0001636     VOLUME   579789.130 3723577.427 -35.97
   LOCATION L0001637     VOLUME   579787.345 3723580.619 -35.97
   LOCATION L0001638     VOLUME   579785.559 3723583.811 -35.97
   LOCATION L0001639     VOLUME   579783.773 3723587.003 -35.97
   LOCATION L0001640     VOLUME   579781.987 3723590.195 -35.97
   LOCATION L0001641     VOLUME   579780.201 3723593.387 -35.97
** End of LINE VOLUME Source ID = RDONE
** --------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDAIRW
** DESCRSRC Airport Blvd west of Project Site
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 4.07E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 7
** 580077.815, 3722811.474, -38.84, 0.00, 5.67
** 579930.520, 3722810.498, -38.31, 0.00, 5.67
** 579724.565, 3722817.970, -36.23, 0.00, 5.67
** 579657.572, 3722818.633, -36.01, 0.00, 5.67
** 579442.005, 3722818.125, -36.27, 0.00, 5.67
** 579336.736, 3722811.183, -36.27, 0.00, 5.67
** 579251.350, 3722810.179, -35.97, 0.00, 5.67
** --------------------------------------------------------------------
   LOCATION L0001642     VOLUME   580071.719 3722811.433 -38.86
   LOCATION L0001643     VOLUME   580059.528 3722811.353 -38.96
   LOCATION L0001644     VOLUME   580047.336 3722811.272 -38.98
   LOCATION L0001645     VOLUME   580035.144 3722811.191 -39.01
   LOCATION L0001646     VOLUME   580022.952 3722811.110 -39.01
   LOCATION L0001647     VOLUME   580010.761 3722811.030 -39.01
   LOCATION L0001648     VOLUME   579998.569 3722810.949 -38.98
   LOCATION L0001649     VOLUME   579986.377 3722810.868 -38.75
   LOCATION L0001650     VOLUME   579974.185 3722810.787 -38.53
   LOCATION L0001651     VOLUME   579961.994 3722810.707 -38.44
   LOCATION L0001652     VOLUME   579949.802 3722810.626 -38.42
   LOCATION L0001653     VOLUME   579937.610 3722810.545 -38.38
   LOCATION L0001654     VOLUME   579925.422 3722810.683 -38.28
   LOCATION L0001655     VOLUME   579913.238 3722811.125 -38.18
   LOCATION L0001656     VOLUME   579901.054 3722811.567 -38.07
   LOCATION L0001657     VOLUME   579888.870 3722812.009 -37.95
   LOCATION L0001658     VOLUME   579876.686 3722812.451 -37.79
   LOCATION L0001659     VOLUME   579864.502 3722812.893 -37.54
   LOCATION L0001660     VOLUME   579852.318 3722813.335 -37.30
   LOCATION L0001661     VOLUME   579840.134 3722813.777 -37.24
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   LOCATION L0001662     VOLUME   579827.950 3722814.219 -37.21
   LOCATION L0001663     VOLUME   579815.766 3722814.661 -37.15
   LOCATION L0001664     VOLUME   579803.582 3722815.103 -37.07
   LOCATION L0001665     VOLUME   579791.398 3722815.545 -36.99
   LOCATION L0001666     VOLUME   579779.214 3722815.987 -36.83
   LOCATION L0001667     VOLUME   579767.030 3722816.429 -36.67
   LOCATION L0001668     VOLUME   579754.846 3722816.871 -36.52
   LOCATION L0001669     VOLUME   579742.662 3722817.313 -36.39
   LOCATION L0001670     VOLUME   579730.478 3722817.755 -36.27
   LOCATION L0001671     VOLUME   579718.290 3722818.032 -36.20
   LOCATION L0001672     VOLUME   579706.099 3722818.153 -36.13
   LOCATION L0001673     VOLUME   579693.907 3722818.273 -36.07
   LOCATION L0001674     VOLUME   579681.716 3722818.394 -36.02
   LOCATION L0001675     VOLUME   579669.525 3722818.515 -35.97
   LOCATION L0001676     VOLUME   579657.333 3722818.632 -35.97
   LOCATION L0001677     VOLUME   579645.141 3722818.604 -35.97
   LOCATION L0001678     VOLUME   579632.949 3722818.575 -36.01
   LOCATION L0001679     VOLUME   579620.757 3722818.546 -36.08
   LOCATION L0001680     VOLUME   579608.565 3722818.517 -36.14
   LOCATION L0001681     VOLUME   579596.373 3722818.489 -36.14
   LOCATION L0001682     VOLUME   579584.181 3722818.460 -36.14
   LOCATION L0001683     VOLUME   579571.989 3722818.431 -36.14
   LOCATION L0001684     VOLUME   579559.797 3722818.402 -36.14
   LOCATION L0001685     VOLUME   579547.605 3722818.374 -36.14
   LOCATION L0001686     VOLUME   579535.413 3722818.345 -36.14
   LOCATION L0001687     VOLUME   579523.222 3722818.316 -36.14
   LOCATION L0001688     VOLUME   579511.030 3722818.287 -36.14
   LOCATION L0001689     VOLUME   579498.838 3722818.259 -36.14
   LOCATION L0001690     VOLUME   579486.646 3722818.230 -36.14
   LOCATION L0001691     VOLUME   579474.454 3722818.201 -36.14
   LOCATION L0001692     VOLUME   579462.262 3722818.172 -36.14
   LOCATION L0001693     VOLUME   579450.070 3722818.144 -36.19
   LOCATION L0001694     VOLUME   579437.887 3722817.853 -36.24
   LOCATION L0001695     VOLUME   579425.721 3722817.051 -36.27
   LOCATION L0001696     VOLUME   579413.556 3722816.249 -36.27
   LOCATION L0001697     VOLUME   579401.390 3722815.446 -36.27
   LOCATION L0001698     VOLUME   579389.224 3722814.644 -36.27
   LOCATION L0001699     VOLUME   579377.059 3722813.842 -36.27
   LOCATION L0001700     VOLUME   579364.893 3722813.040 -36.27
   LOCATION L0001701     VOLUME   579352.728 3722812.238 -36.27
   LOCATION L0001702     VOLUME   579340.562 3722811.436 -36.27
   LOCATION L0001703     VOLUME   579328.379 3722811.085 -36.25
   LOCATION L0001704     VOLUME   579316.188 3722810.942 -36.23
   LOCATION L0001705     VOLUME   579303.997 3722810.798 -36.22
   LOCATION L0001706     VOLUME   579291.805 3722810.655 -36.22
   LOCATION L0001707     VOLUME   579279.614 3722810.511 -36.21
   LOCATION L0001708     VOLUME   579267.423 3722810.368 -36.11
   LOCATION L0001709     VOLUME   579255.232 3722810.225 -36.01
** End of LINE VOLUME Source ID = RDAIRW
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDAIRE
** DESCRSRC Airport Blvd east of Project Site
** PREFIX
```

```
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 9.54E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 580086.549, 3722811.395, -38.73, 0.00, 5.67
** 580220.964, 3722809.641, -38.34, 0.00, 5.67
** 580570.484, 3722812.421, -37.19, 0.00, 5.67
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   LOCATION L0001710     VOLUME   580092.645 3722811.316 -38.71
   LOCATION L0001711     VOLUME   580104.836 3722811.157 -38.71
   LOCATION L0001712     VOLUME   580117.026 3722810.998 -38.71
   LOCATION L0001713     VOLUME   580129.217 3722810.838 -38.62
   LOCATION L0001714     VOLUME   580141.408 3722810.679 -38.50
   LOCATION L0001715     VOLUME   580153.599 3722810.520 -38.40
   LOCATION L0001716     VOLUME   580165.790 3722810.361 -38.40
   LOCATION L0001717     VOLUME   580177.981 3722810.202 -38.40
   LOCATION L0001718     VOLUME   580190.172 3722810.043 -38.39
   LOCATION L0001719     VOLUME   580202.363 3722809.884 -38.37
   LOCATION L0001720     VOLUME   580214.554 3722809.725 -38.33
   LOCATION L0001721     VOLUME   580226.745 3722809.687 -38.22
   LOCATION L0001722     VOLUME   580238.937 3722809.784 -38.11
   LOCATION L0001723     VOLUME   580251.129 3722809.881 -38.10
   LOCATION L0001724     VOLUME   580263.320 3722809.978 -38.10
   LOCATION L0001725     VOLUME   580275.512 3722810.075 -38.09
   LOCATION L0001726     VOLUME   580287.704 3722810.172 -38.07
   LOCATION L0001727     VOLUME   580299.895 3722810.269 -38.05
   LOCATION L0001728     VOLUME   580312.087 3722810.366 -37.85
   LOCATION L0001729     VOLUME   580324.278 3722810.463 -37.65
   LOCATION L0001730     VOLUME   580336.470 3722810.560 -37.53
   LOCATION L0001731     VOLUME   580348.662 3722810.657 -37.51
   LOCATION L0001732     VOLUME   580360.853 3722810.754 -37.49
   LOCATION L0001733     VOLUME   580373.045 3722810.851 -37.49
   LOCATION L0001734     VOLUME   580385.236 3722810.947 -37.49
   LOCATION L0001735     VOLUME   580397.428 3722811.044 -37.41
   LOCATION L0001736     VOLUME   580409.620 3722811.141 -37.26
   LOCATION L0001737     VOLUME   580421.811 3722811.238 -37.12
   LOCATION L0001738     VOLUME   580434.003 3722811.335 -37.02
   LOCATION L0001739     VOLUME   580446.195 3722811.432 -36.92
   LOCATION L0001740     VOLUME   580458.386 3722811.529 -36.88
   LOCATION L0001741     VOLUME   580470.578 3722811.626 -36.88
   LOCATION L0001742     VOLUME   580482.769 3722811.723 -36.88
   LOCATION L0001743     VOLUME   580494.961 3722811.820 -36.88
   LOCATION L0001744     VOLUME   580507.153 3722811.917 -36.88
   LOCATION L0001745     VOLUME   580519.344 3722812.014 -36.97
   LOCATION L0001746     VOLUME   580531.536 3722812.111 -37.09
   LOCATION L0001747     VOLUME   580543.727 3722812.208 -37.19
   LOCATION L0001748     VOLUME   580555.919 3722812.305 -37.19
   LOCATION L0001749     VOLUME   580568.111 3722812.402 -37.19
** End of LINE VOLUME Source ID = RDAIRE
   LOCATION IDLING1      POINT      579805.150  3723587.850      -35.970
** DESCRSRC Truck Idling at LW-1A
   LOCATION IDLING2      POINT      579874.040  3723475.220      -36.230
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** DESCRSRC Truck Idling at LW-1B
   LOCATION IDLING3      POINT      579883.560  3723455.580      -36.270
** DESCRSRC Truck Idling at LW-2
   LOCATION IDLING4      POINT      579760.060  3723570.450      -35.970
** DESCRSRC Truck Idling at LW-3A
   LOCATION IDLING5      POINT      579788.530  3723421.660      -36.120
** DESCRSRC Truck Idling at LW-3B
   LOCATION IDLING6      POINT      579808.320  3723334.150      -35.850
** DESCRSRC Truck Idling at LW-4
** Source Parameters **
** LINE VOLUME Source ID = RDONW
   SRCPARAM L0001167     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001168     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001169     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001170     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001171     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001172     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001173     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001174     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001175     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001176     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001177     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001178     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001179     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001180     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001181     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001182     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001183     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001184     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001185     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001186     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001187     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001188     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001189     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001190     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001191     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001192     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001193     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001194     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001195     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001196     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001197     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001198     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001199     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001200     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001201     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001202     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001203     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001204     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001205     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001206     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001207     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001208     0.00000006809      0.00      1.70      0.85
   SRCPARAM L0001209     0.00000006809      0.00      1.70      0.85
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SRCPARAM	L0001210	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001211	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001212	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001213	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001214	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001215	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001216	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001217	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001218	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001219	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001220	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001221	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001222	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001223	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001224	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001225	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001226	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001227	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001228	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001229	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001230	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001231	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001232	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001233	0.00000006809	0.00	1.70	0.85
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SRCPARAM	L0001235	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001236	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001237	0.00000006809	0.00	1.70	0.85
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SRCPARAM	L0001239	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001240	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001241	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001242	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001243	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001244	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001245	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001246	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001247	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001248	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001249	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001250	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001251	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001252	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001253	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001254	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001255	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001256	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001257	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001258	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001259	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001260	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001261	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001262	0.00000006809	0.00	1.70	0.85
SRCPARAM	L0001263	0.00000006809	0.00	1.70	0.85

SRCPARAM L0001264	0.00000006809	0.00	1.70	0.85
SRCPARAM L0001265	0.00000006809	0.00	1.70	0.85
SRCPARAM L0001266	0.00000006809	0.00	1.70	0.85
SRCPARAM L0001267	0.00000006809	0.00	1.70	0.85
SRCPARAM L0001268	0.00000006809	0.00	1.70	0.85
SRCPARAM L0001269	0.00000006809	0.00	1.70	0.85
SRCPARAM L0001270	0.00000006809	0.00	1.70	0.85
SRCPARAM L0001271	0.00000006809	0.00	1.70	0.85
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   SRCPARAM IDLING1       0.000018     3.840   366.000  50.00000
0.100
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0.100
   SRCPARAM IDLING4       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING5       0.000018     3.840   366.000  50.00000
0.100
   SRCPARAM IDLING6       0.000018     3.840   366.000  50.00000
0.100
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED DPM2041.rou
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\KTRM_V9_ADJU\KTRM_v9.SFC
   PROFFILE ..\KTRM_V9_ADJU\KTRM_v9.PFL
   SURFDATA 3104 2012 KTRM_Airport
   UAIRDATA 3190 2012
   PROFBASE -36.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
```

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   PLOTFILE 24 ALL 1ST DPM2041.AD\24H1GALL.PLT 31
   PLOTFILE ANNUAL ALL DPM2041.AD\AN00GALL.PLT 32
   SUMMFILE DPM2041.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

```
* AERMOD ( 19191): Coachella Airport Business Park - 2041-2054 DPM                   03/16/21
* AERMET ( 16216):                                                                   18:29:32
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS   5 YEARS FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF    11 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG    AVE     GRP       NUM YRS   NET ID
* ____________ ____________ _____________ ______ ______ ______ ______ ________ ________ ________
  580086.00000 3722773.00000       0.00206   -39.01   -39.01     0.00  ANNUAL  ALL       00000005
  580122.00000 3722774.00000       0.00245   -38.71   -38.71     0.00  ANNUAL  ALL       00000005
  580172.00000 3722775.00000       0.00245   -38.50   -38.50     0.00  ANNUAL  ALL       00000005
  580242.00000 3722717.00000       0.00139   -38.40   -38.40     0.00  ANNUAL  ALL       00000005
  580289.00000 3722738.00000       0.00147   -37.99   -37.99     0.00  ANNUAL  ALL       00000005
  580337.00000 3722732.00000       0.00131   -37.80   -37.80     0.00  ANNUAL  ALL       00000005
  579963.00000 3722704.00000       0.00089   -36.08   -36.08     0.00  ANNUAL  ALL       00000005
  579927.00000 3722644.00000       0.00068   -36.33   -36.33     0.00  ANNUAL  ALL       00000005
  579519.00000 3722783.00000       0.00057   -36.27   -36.27     0.00  ANNUAL  ALL       00000005
  579466.00000 3722781.00000       0.00052   -36.27   -36.27     0.00  ANNUAL  ALL       00000005
  579393.00000 3722779.00000       0.00049   -36.27   -36.27     0.00  ANNUAL  ALL       00000005
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX G

CalEEMod Model Business-As-Usual Year 2010 Annual Printouts

Coachella Airport Business Park - Year 2010 BAU

Riverside-Salton Sea County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	486.90	1000sqft	23.03	486,900.00	0
Unrefrigerated Warehouse-No Rail	128.60	1000sqft	6.30	128,600.00	0
Parking Lot	686.00	Space	12.73	274,400.00	0
Fast Food Restaurant with Drive Thru	4.65	1000sqft	0.23	4,650.00	0
Convenience Market With Gas Pumps	10.00	Pump	0.06	4,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	15			**Operational Year**	2010
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	1181.61	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.011

1.3 User Entered Comments & Non-Default Data

Coachella Airport Business Park - Year 2010 BAU - Riverside-Salton Sea County, Annual

Project Characteristics - IID Intensity Factors obtained from CAP for year 2010

Land Use - Total Project Site: 42.36 acres

Construction Phase - Construction schedule provided by applicant

Trips and VMT - 6 vendor trips per day added to Site Prep and Grading phases to account for water truck emissions

Grading - 21,040 cu yds imported

Architectural Coating - Non Residential interior Architectural Coating VOC set to 100 grams/liter per SCAQMD Rule 1113 minimum requirements

Vehicle Trips - Daily Trip Rates from TIA.

Construction Off-road Equipment Mitigation - Water Exposed Area 2x per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Operational Off-Road Equipment - 6 CNG Forklifts 8 hours per day

Fleet Mix - Fleet Mix - Trucks analyzed under Industrial Park land use. Trucks removed from all other land uses

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_Nonresidential_Exterior	312075	314413
tblAreaCoating	Area_Nonresidential_Interior	936225	943238
tblAreaCoating	Area_Parking	16464	16488
tblConstructionPhase	NumDays	55.00	261.00
tblConstructionPhase	NumDays	55.00	261.00
tblFleetMix	HHD	0.06	0.00
tblFleetMix	HHD	0.06	0.00
tblFleetMix	HHD	0.06	0.20
tblFleetMix	HHD	0.06	0.00
tblFleetMix	LDA	0.47	0.63

tblFleetMix	LDA	0.47	0.63
tblFleetMix	LDA	0.47	0.42
tblFleetMix	LDA	0.47	0.63
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.03
tblFleetMix	LDT1	0.06	0.04
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tblFleetMix	LDT2	0.17	0.21
tblFleetMix	LDT2	0.17	0.14
tblFleetMix	LDT2	0.17	0.21
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD1	0.04	0.04
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tblFleetMix	MCY	5.5220e-003	4.0000e-003
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tblFleetMix	MDV	0.18	0.12
tblFleetMix	MDV	0.18	0.08
tblFleetMix	MDV	0.18	0.12

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tblFleetMix	MHD	0.02	0.07
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tblFleetMix	OBUS	1.2540e-003	0.00
tblFleetMix	OBUS	1.2540e-003	0.00
tblFleetMix	OBUS	1.2540e-003	0.00
tblFleetMix	SBUS	8.8800e-004	0.00
tblFleetMix	SBUS	8.8800e-004	0.00
tblFleetMix	SBUS	8.8800e-004	0.00
tblFleetMix	SBUS	8.8800e-004	0.00
tblFleetMix	UBUS	1.5420e-003	0.00
tblFleetMix	UBUS	1.5420e-003	0.00
tblFleetMix	UBUS	1.5420e-003	0.00
tblFleetMix	UBUS	1.5420e-003	0.00
tblGrading	MaterialImported	0.00	21,040.00
tblLandUse	LandUseSquareFeet	1,411.75	4,000.00
tblLandUse	LotAcreage	11.18	23.03
tblLandUse	LotAcreage	2.95	6.30
tblLandUse	LotAcreage	6.17	12.73
tblLandUse	LotAcreage	0.11	0.23
tblLandUse	LotAcreage	0.03	0.06

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tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	6.00
tblProjectCharacteristics	CO2IntensityFactor	1270.9	1181.61
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.011
tblSolidWaste	SolidWasteGenerationRate	120.88	125.28
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	147.00	148.00
tblTripsAndVMT	WorkerTripNumber	377.00	379.00
tblTripsAndVMT	WorkerTripNumber	75.00	76.00
tblVehicleTrips	ST_TR	204.47	231.52
tblVehicleTrips	ST_TR	722.03	470.95
tblVehicleTrips	ST_TR	2.49	3.37
tblVehicleTrips	ST_TR	1.68	1.51
tblVehicleTrips	SU_TR	166.88	231.52
tblVehicleTrips	SU_TR	542.72	470.95
tblVehicleTrips	SU_TR	0.73	3.37
tblVehicleTrips	SU_TR	1.68	1.51
tblVehicleTrips	WD_TR	542.60	231.52
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	1.68	1.51
tblWater	IndoorWaterUseRate	29,738,750.00	30,821,000.00

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	0.1351	1.5468	0.8787	2.1600e-003	0.4997	0.0649	0.5646	0.2229	0.0597	0.2826	0.0000	193.6104	193.6104	0.0492	0.0000	194.8414
2022	0.4338	4.0837	3.6121	0.0112	0.6699	0.1266	0.7965	0.1990	0.1184	0.3174	0.0000	1,020.6309	1,020.6309	0.1339	0.0000	1,023.9783
2023	0.3845	3.1776	3.4002	0.0109	0.5006	0.0944	0.5950	0.1351	0.0888	0.2239	0.0000	989.5759	989.5759	0.1030	0.0000	992.1510
2024	4.6399	4.4736	5.7033	0.0149	0.6002	0.1531	0.7533	0.1616	0.1432	0.3048	0.0000	1,346.5643	1,346.5643	0.1896	0.0000	1,351.3053
Maximum	**4.6399**	**4.4736**	**5.7033**	**0.0149**	**0.6699**	**0.1531**	**0.7965**	**0.2229**	**0.1432**	**0.3174**	**0.0000**	**1,346.5643**	**1,346.5643**	**0.1896**	**0.0000**	**1,351.3053**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1351	1.5468	0.8787	2.1600e-003	0.2389	0.0649	0.3038	0.1040	0.0597	0.1637	0.0000	193.6102	193.6102	0.0492	0.0000	194.8412
2022	0.4338	4.0837	3.6121	0.0112	0.5466	0.1266	0.6732	0.1557	0.1184	0.2740	0.0000	1,020.6305	1,020.6305	0.1339	0.0000	1,023.9779
2023	0.3845	3.1776	3.4002	0.0109	0.5006	0.0944	0.5950	0.1351	0.0888	0.2239	0.0000	989.5755	989.5755	0.1030	0.0000	992.1506
2024	4.6399	4.4736	5.7033	0.0149	0.6002	0.1531	0.7533	0.1616	0.1432	0.3048	0.0000	1,346.5636	1,346.5636	0.1896	0.0000	1,351.3046
Maximum	**4.6399**	**4.4736**	**5.7033**	**0.0149**	**0.6002**	**0.1531**	**0.7533**	**0.1616**	**0.1432**	**0.3048**	**0.0000**	**1,346.5636**	**1,346.5636**	**0.1896**	**0.0000**	**1,351.3046**

	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**	**16.92**	**0.00**	**14.18**	**22.58**	**0.00**	**14.38**	**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	**10-5-2021**	**1-4-2022**	1.7178	1.7178
2	**1-5-2022**	**4-4-2022**	1.3832	1.3832
3	**4-5-2022**	**7-4-2022**	1.0366	1.0366
4	**7-5-2022**	**10-4-2022**	1.0477	1.0477
5	**10-5-2022**	**1-4-2023**	1.0358	1.0358
6	**1-5-2023**	**4-4-2023**	0.8791	0.8791
7	**4-5-2023**	**7-4-2023**	0.8939	0.8939
8	**7-5-2023**	**10-4-2023**	0.9035	0.9035

9	**10-5-2023**	**1-4-2024**	0.9591	0.9591
10	**1-5-2024**	**4-4-2024**	2.2686	2.2686
11	**4-5-2024**	**7-4-2024**	2.2736	2.2736
12	**7-5-2024**	**9-30-2024**	2.1987	2.1987
		Highest	2.2736	2.2736

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1951	1.3000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0235	0.0235	8.0000e-005	0.0000	0.0256
Energy	0.0174	0.1584	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3,016.3378	3,016.3378	0.0731	0.0296	3,026.9969
Mobile	4.6580	24.5035	34.4145	0.0537	2.8414	0.7534	3.5948	0.7648	0.7199	1.4847	0.0000	4,946.3871	4,946.3871	0.7298	0.0000	4,964.6312
Offroad	0.2151	1.8696	1.0059	1.1900e-003		0.1529	0.1529		0.1407	0.1407	0.0000	116.3858	116.3858	0.0339	0.0000	117.2327
Waste						0.0000	0.0000		0.0000	0.0000	158.8607	0.0000	158.8607	9.3884	0.0000	393.5707
Water						0.0000	0.0000		0.0000	0.0000	45.9804	1,012.3821	1,058.3625	4.7475	0.1209	1,213.0884
Total	**8.0856**	**26.5316**	**35.5669**	**0.0559**	**2.8414**	**0.9184**	**3.7598**	**0.7648**	**0.8727**	**1.6375**	**204.8412**	**9,091.5163**	**9,296.3575**	**14.9727**	**0.1506**	**9,715.5456**

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	3.1951	1.3000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0235	0.0235	8.0000e-005	0.0000	0.0256
Energy	0.0174	0.1584	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3,016.3378	3,016.3378	0.0731	0.0296	3,026.9969
Mobile	4.6580	24.5035	34.4145	0.0537	2.8414	0.7534	3.5948	0.7648	0.7199	1.4847	0.0000	4,946.3871	4,946.3871	0.7298	0.0000	4,964.6312
Offroad	0.2151	1.8696	1.0059	1.1900e-003		0.1529	0.1529		0.1407	0.1407	0.0000	116.3858	116.3858	0.0339	0.0000	117.2327
Waste						0.0000	0.0000		0.0000	0.0000	158.8607	0.0000	158.8607	9.3884	0.0000	393.5707
Water						0.0000	0.0000		0.0000	0.0000	45.9804	1,012.3821	1,058.3625	4.7475	0.1209	1,213.0884
Total	**8.0856**	**26.5316**	**35.5669**	**0.0559**	**2.8414**	**0.9184**	**3.7598**	**0.7648**	**0.8727**	**1.6375**	**204.8412**	**9,091.5163**	**9,296.3575**	**14.9727**	**0.1506**	**9,715.5456**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/5/2021	11/15/2021	5	30	
2	Grading	Grading	11/16/2021	2/28/2022	5	75	
3	Building Construction	Building Construction	3/1/2022	12/30/2024	5	740	
4	Paving	Paving	1/1/2024	12/30/2024	5	261	
5	Architectural Coating	Architectural Coating	1/1/2024	12/30/2024	5	261	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 187.5

Acres of Paving: 12.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 936,225; Non-Residential Outdoor: 312,075; Striped Parking Area: 16,464 (Architectural Coating – sqft)

<u>OffRoad Equipment</u>

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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	6.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	6.00	2,630.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	379.00	148.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	76.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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					0.2710	0.0000	0.2710	0.1490	0.0000	0.1490	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0583	0.6075	0.3173	5.7000e-004		0.0307	0.0307		0.0282	0.0282	0.0000	50.1536	50.1536	0.0162	0.0000	50.5591
Total	**0.0583**	**0.6075**	**0.3173**	**5.7000e-004**	**0.2710**	**0.0307**	**0.3017**	**0.1490**	**0.0282**	**0.1772**	**0.0000**	**50.1536**	**50.1536**	**0.0162**	**0.0000**	**50.5591**

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	2.0000e-004	7.8400e-003	1.5100e-003	2.0000e-005	4.5000e-004	1.0000e-005	4.6000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.8544	1.8544	1.6000e-004	0.0000	1.8585
Worker	9.4000e-004	6.0000e-004	6.6400e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8091	1.8091	4.0000e-005	0.0000	1.8101
Total	**1.1400e-003**	**8.4400e-003**	**8.1500e-003**	**4.0000e-005**	**2.6700e-003**	**2.0000e-005**	**2.7000e-003**	**7.2000e-004**	**2.0000e-005**	**7.4000e-004**	**0.0000**	**3.6635**	**3.6635**	**2.0000e-004**	**0.0000**	**3.6686**

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					0.1220	0.0000	0.1220	0.0670	0.0000	0.0670	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0583	0.6075	0.3173	5.7000e-004		0.0307	0.0307		0.0282	0.0282	0.0000	50.1535	50.1535	0.0162	0.0000	50.5590
Total	**0.0583**	**0.6075**	**0.3173**	**5.7000e-004**	**0.1220**	**0.0307**	**0.1526**	**0.0670**	**0.0282**	**0.0952**	**0.0000**	**50.1535**	**50.1535**	**0.0162**	**0.0000**	**50.5590**

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	2.0000e-004	7.8400e-003	1.5100e-003	2.0000e-005	4.5000e-004	1.0000e-005	4.6000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.8544	1.8544	1.6000e-004	0.0000	1.8585
Worker	9.4000e-004	6.0000e-004	6.6400e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8091	1.8091	4.0000e-005	0.0000	1.8101
Total	**1.1400e-003**	**8.4400e-003**	**8.1500e-003**	**4.0000e-005**	**2.6700e-003**	**2.0000e-005**	**2.7000e-003**	**7.2000e-004**	**2.0000e-005**	**7.4000e-004**	**0.0000**	**3.6635**	**3.6635**	**2.0000e-004**	**0.0000**	**3.6686**

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					0.2031	0.0000	0.2031	0.0672	0.0000	0.0672	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0713	0.7888	0.5249	1.0500e-003		0.0338	0.0338		0.0311	0.0311	0.0000	92.6415	92.6415	0.0300	0.0000	93.3905
Total	**0.0713**	**0.7888**	**0.5249**	**1.0500e-003**	**0.2031**	**0.0338**	**0.2369**	**0.0672**	**0.0311**	**0.0983**	**0.0000**	**92.6415**	**92.6415**	**0.0300**	**0.0000**	**93.3905**

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	2.9700e-003	0.1325	0.0183	4.4000e-004	0.0196	4.0000e-004	0.0200	5.1100e-003	3.8000e-004	5.4900e-003	0.0000	42.7721	42.7721	2.6100e-003	0.0000	42.8374
Vendor	2.2000e-004	8.8900e-003	1.7100e-003	2.0000e-005	5.0000e-004	1.0000e-005	5.2000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1017	2.1017	1.8000e-004	0.0000	2.1063
Worker	1.1800e-003	7.6000e-004	8.3700e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.2781	2.2781	5.0000e-005	0.0000	2.2794
Total	**4.3700e-003**	**0.1421**	**0.0283**	**4.9000e-004**	**0.0229**	**4.3000e-004**	**0.0233**	**6.0000e-003**	**4.1000e-004**	**6.4100e-003**	**0.0000**	**47.1519**	**47.1519**	**2.8400e-003**	**0.0000**	**47.2231**

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					0.0914	0.0000	0.0914	0.0302	0.0000	0.0302	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0713	0.7888	0.5249	1.0500e-003		0.0338	0.0338		0.0311	0.0311	0.0000	92.6414	92.6414	0.0300	0.0000	93.3904
Total	**0.0713**	**0.7888**	**0.5249**	**1.0500e-003**	**0.0914**	**0.0338**	**0.1252**	**0.0302**	**0.0311**	**0.0613**	**0.0000**	**92.6414**	**92.6414**	**0.0300**	**0.0000**	**93.3904**

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	2.9700e-003	0.1325	0.0183	4.4000e-004	0.0196	4.0000e-004	0.0200	5.1100e-003	3.8000e-004	5.4900e-003	0.0000	42.7721	42.7721	2.6100e-003	0.0000	42.8374
Vendor	2.2000e-004	8.8900e-003	1.7100e-003	2.0000e-005	5.0000e-004	1.0000e-005	5.2000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1017	2.1017	1.8000e-004	0.0000	2.1063
Worker	1.1800e-003	7.6000e-004	8.3700e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.2781	2.2781	5.0000e-005	0.0000	2.2794
Total	**4.3700e-003**	**0.1421**	**0.0283**	**4.9000e-004**	**0.0229**	**4.3000e-004**	**0.0233**	**6.0000e-003**	**4.1000e-004**	**6.4100e-003**	**0.0000**	**47.1519**	**47.1519**	**2.8400e-003**	**0.0000**	**47.2231**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2242	0.0000	0.2242	0.0788	0.0000	0.0788	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0743	0.7963	0.5954	1.2700e-003		0.0335	0.0335		0.0308	0.0308	0.0000	111.7959	111.7959	0.0362	0.0000	112.6999
Total	**0.0743**	**0.7963**	**0.5954**	**1.2700e-003**	**0.2242**	**0.0335**	**0.2577**	**0.0788**	**0.0308**	**0.1096**	**0.0000**	**111.7959**	**111.7959**	**0.0362**	**0.0000**	**112.6999**

3.3 Grading - 2022

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	3.3600e-003	0.1452	0.0214	5.3000e-004	0.0201	4.0000e-004	0.0205	5.3000e-003	3.8000e-004	5.6800e-003	0.0000	50.9860	50.9860	3.0200e-003	0.0000	51.0616
Vendor	2.5000e-004	0.0102	1.9200e-003	3.0000e-005	6.1000e-004	1.0000e-005	6.2000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.5124	2.5124	2.1000e-004	0.0000	2.5177
Worker	1.3300e-003	8.2000e-004	9.2900e-003	3.0000e-005	3.3700e-003	2.0000e-005	3.3900e-003	9.0000e-004	2.0000e-005	9.1000e-004	0.0000	2.6469	2.6469	6.0000e-005	0.0000	2.6484
Total	**4.9400e-003**	**0.1562**	**0.0326**	**5.9000e-004**	**0.0241**	**4.3000e-004**	**0.0245**	**6.3800e-003**	**4.1000e-004**	**6.7800e-003**	**0.0000**	**56.1454**	**56.1454**	**3.2900e-003**	**0.0000**	**56.2276**

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					0.1009	0.0000	0.1009	0.0355	0.0000	0.0355	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0743	0.7963	0.5954	1.2700e-003		0.0335	0.0335		0.0308	0.0308	0.0000	111.7958	111.7958	0.0362	0.0000	112.6997
Total	**0.0743**	**0.7963**	**0.5954**	**1.2700e-003**	**0.1009**	**0.0335**	**0.1344**	**0.0355**	**0.0308**	**0.0663**	**0.0000**	**111.7958**	**111.7958**	**0.0362**	**0.0000**	**112.6997**

3.3 Grading - 2022

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	3.3600e-003	0.1452	0.0214	5.3000e-004	0.0201	4.0000e-004	0.0205	5.3000e-003	3.8000e-004	5.6800e-003	0.0000	50.9860	50.9860	3.0200e-003	0.0000	51.0616
Vendor	2.5000e-004	0.0102	1.9200e-003	3.0000e-005	6.1000e-004	1.0000e-005	6.2000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.5124	2.5124	2.1000e-004	0.0000	2.5177
Worker	1.3300e-003	8.2000e-004	9.2900e-003	3.0000e-005	3.3700e-003	2.0000e-005	3.3900e-003	9.0000e-004	2.0000e-005	9.1000e-004	0.0000	2.6469	2.6469	6.0000e-005	0.0000	2.6484
Total	**4.9400e-003**	**0.1562**	**0.0326**	**5.9000e-004**	**0.0241**	**4.3000e-004**	**0.0245**	**6.3800e-003**	**4.1000e-004**	**6.7800e-003**	**0.0000**	**56.1454**	**56.1454**	**3.2900e-003**	**0.0000**	**56.2276**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1868	1.7099	1.7918	2.9500e-003		0.0886	0.0886		0.0834	0.0834	0.0000	253.7391	253.7391	0.0608	0.0000	255.2589
Total	**0.1868**	**1.7099**	**1.7918**	**2.9500e-003**		**0.0886**	**0.0886**		**0.0834**	**0.0834**	**0.0000**	**253.7391**	**253.7391**	**0.0608**	**0.0000**	**255.2589**

3.4 Building Construction - 2022

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	0.0331	1.3380	0.2523	3.4600e-003	0.0802	1.9600e-003	0.0822	0.0232	1.8700e-003	0.0250	0.0000	331.0284	331.0284	0.0277	0.0000	331.7210
Worker	0.1346	0.0834	0.9401	2.9600e-003	0.3414	2.0600e-003	0.3435	0.0907	1.8900e-003	0.0926	0.0000	267.9221	267.9221	5.9600e-003	0.0000	268.0711
Total	**0.1677**	**1.4213**	**1.1924**	**6.4200e-003**	**0.4216**	**4.0200e-003**	**0.4256**	**0.1138**	**3.7600e-003**	**0.1176**	**0.0000**	**598.9505**	**598.9505**	**0.0337**	**0.0000**	**599.7920**

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	0.1868	1.7099	1.7918	2.9500e-003		0.0886	0.0886		0.0834	0.0834	0.0000	253.7388	253.7388	0.0608	0.0000	255.2586
Total	**0.1868**	**1.7099**	**1.7918**	**2.9500e-003**		**0.0886**	**0.0886**		**0.0834**	**0.0834**	**0.0000**	**253.7388**	**253.7388**	**0.0608**	**0.0000**	**255.2586**

3.4 Building Construction - 2022

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	0.0331	1.3380	0.2523	3.4600e-003	0.0802	1.9600e-003	0.0822	0.0232	1.8700e-003	0.0250	0.0000	331.0284	331.0284	0.0277	0.0000	331.7210
Worker	0.1346	0.0834	0.9401	2.9600e-003	0.3414	2.0600e-003	0.3435	0.0907	1.8900e-003	0.0926	0.0000	267.9221	267.9221	5.9600e-003	0.0000	268.0711
Total	**0.1677**	**1.4213**	**1.1924**	**6.4200e-003**	**0.4216**	**4.0200e-003**	**0.4256**	**0.1138**	**3.7600e-003**	**0.1176**	**0.0000**	**598.9505**	**598.9505**	**0.0337**	**0.0000**	**599.7920**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

3.4 Building Construction - 2023

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	0.0301	1.2184	0.2605	3.9900e-003	0.0952	1.0400e-003	0.0962	0.0275	9.9000e-004	0.0285	0.0000	382.2148	382.2148	0.0250	0.0000	382.8390
Worker	0.1499	0.0892	1.0280	3.3800e-003	0.4054	2.3800e-003	0.4077	0.1077	2.1900e-003	0.1099	0.0000	306.0149	306.0149	6.3500e-003	0.0000	306.1737
Total	**0.1800**	**1.3075**	**1.2884**	**7.3700e-003**	**0.5006**	**3.4200e-003**	**0.5040**	**0.1351**	**3.1800e-003**	**0.1383**	**0.0000**	**688.2297**	**688.2297**	**0.0313**	**0.0000**	**689.0127**

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

3.4 Building Construction - 2023

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	0.0301	1.2184	0.2605	3.9900e-003	0.0952	1.0400e-003	0.0962	0.0275	9.9000e-004	0.0285	0.0000	382.2148	382.2148	0.0250	0.0000	382.8390
Worker	0.1499	0.0892	1.0280	3.3800e-003	0.4054	2.3800e-003	0.4077	0.1077	2.1900e-003	0.1099	0.0000	306.0149	306.0149	6.3500e-003	0.0000	306.1737
Total	**0.1800**	**1.3075**	**1.2884**	**7.3700e-003**	**0.5006**	**3.4200e-003**	**0.5040**	**0.1351**	**3.1800e-003**	**0.1383**	**0.0000**	**688.2297**	**688.2297**	**0.0313**	**0.0000**	**689.0127**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1920	1.7544	2.1098	3.5200e-003		0.0800	0.0800		0.0753	0.0753	0.0000	302.5631	302.5631	0.0716	0.0000	304.3518
Total	**0.1920**	**1.7544**	**2.1098**	**3.5200e-003**		**0.0800**	**0.0800**		**0.0753**	**0.0753**	**0.0000**	**302.5631**	**302.5631**	**0.0716**	**0.0000**	**304.3518**

3.4 Building Construction - 2024

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	0.0296	1.2166	0.2520	3.9900e-003	0.0956	1.0400e-003	0.0966	0.0276	9.9000e-004	0.0286	0.0000	381.9907	381.9907	0.0245	0.0000	382.6029
Worker	0.1418	0.0811	0.9650	3.2700e-003	0.4069	2.3700e-003	0.4093	0.1081	2.1800e-003	0.1103	0.0000	296.2202	296.2202	5.8100e-003	0.0000	296.3655
Total	**0.1714**	**1.2977**	**1.2170**	**7.2600e-003**	**0.5025**	**3.4100e-003**	**0.5059**	**0.1357**	**3.1700e-003**	**0.1388**	**0.0000**	**678.2109**	**678.2109**	**0.0303**	**0.0000**	**678.9683**

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	0.1920	1.7544	2.1098	3.5200e-003		0.0800	0.0800		0.0753	0.0753	0.0000	302.5627	302.5627	0.0716	0.0000	304.3514
Total	**0.1920**	**1.7544**	**2.1098**	**3.5200e-003**		**0.0800**	**0.0800**		**0.0753**	**0.0753**	**0.0000**	**302.5627**	**302.5627**	**0.0716**	**0.0000**	**304.3514**

3.4 Building Construction - 2024

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	0.0296	1.2166	0.2520	3.9900e-003	0.0956	1.0400e-003	0.0966	0.0276	9.9000e-004	0.0286	0.0000	381.9907	381.9907	0.0245	0.0000	382.6029
Worker	0.1418	0.0811	0.9650	3.2700e-003	0.4069	2.3700e-003	0.4093	0.1081	2.1800e-003	0.1103	0.0000	296.2202	296.2202	5.8100e-003	0.0000	296.3655
Total	**0.1714**	**1.2977**	**1.2170**	**7.2600e-003**	**0.5025**	**3.4100e-003**	**0.5059**	**0.1357**	**3.1700e-003**	**0.1388**	**0.0000**	**678.2109**	**678.2109**	**0.0303**	**0.0000**	**678.9683**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1290	1.2430	1.9087	2.9800e-003		0.0611	0.0611		0.0563	0.0563	0.0000	261.3462	261.3462	0.0845	0.0000	263.4594
Paving	0.0167					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1456**	**1.2430**	**1.9087**	**2.9800e-003**		**0.0611**	**0.0611**		**0.0563**	**0.0563**	**0.0000**	**261.3462**	**261.3462**	**0.0845**	**0.0000**	**263.4594**

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6100e-003	3.2100e-003	0.0382	1.3000e-004	0.0161	9.0000e-005	0.0162	4.2800e-003	9.0000e-005	4.3600e-003	0.0000	11.7238	11.7238	2.3000e-004	0.0000	11.7295
Total	**5.6100e-003**	**3.2100e-003**	**0.0382**	**1.3000e-004**	**0.0161**	**9.0000e-005**	**0.0162**	**4.2800e-003**	**9.0000e-005**	**4.3600e-003**	**0.0000**	**11.7238**	**11.7238**	**2.3000e-004**	**0.0000**	**11.7295**

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	0.1290	1.2430	1.9087	2.9800e-003		0.0611	0.0611		0.0563	0.0563	0.0000	261.3459	261.3459	0.0845	0.0000	263.4590
Paving	0.0167					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1456**	**1.2430**	**1.9087**	**2.9800e-003**		**0.0611**	**0.0611**		**0.0563**	**0.0563**	**0.0000**	**261.3459**	**261.3459**	**0.0845**	**0.0000**	**263.4590**

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6100e-003	3.2100e-003	0.0382	1.3000e-004	0.0161	9.0000e-005	0.0162	4.2800e-003	9.0000e-005	4.3600e-003	0.0000	11.7238	11.7238	2.3000e-004	0.0000	11.7295
Total	**5.6100e-003**	**3.2100e-003**	**0.0382**	**1.3000e-004**	**0.0161**	**9.0000e-005**	**0.0162**	**4.2800e-003**	**9.0000e-005**	**4.3600e-003**	**0.0000**	**11.7238**	**11.7238**	**2.3000e-004**	**0.0000**	**11.7295**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.0732					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0236	0.1591	0.2362	3.9000e-004		7.9500e-003	7.9500e-003		7.9500e-003	7.9500e-003	0.0000	33.3200	33.3200	1.8800e-003	0.0000	33.3669
Total	**4.0968**	**0.1591**	**0.2362**	**3.9000e-004**		**7.9500e-003**	**7.9500e-003**		**7.9500e-003**	**7.9500e-003**	**0.0000**	**33.3200**	**33.3200**	**1.8800e-003**	**0.0000**	**33.3669**

3.6 Architectural Coating - 2024

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	0.0284	0.0163	0.1935	6.6000e-004	0.0816	4.7000e-004	0.0821	0.0217	4.4000e-004	0.0221	0.0000	59.4004	59.4004	1.1700e-003	0.0000	59.4295
Total	**0.0284**	**0.0163**	**0.1935**	**6.6000e-004**	**0.0816**	**4.7000e-004**	**0.0821**	**0.0217**	**4.4000e-004**	**0.0221**	**0.0000**	**59.4004**	**59.4004**	**1.1700e-003**	**0.0000**	**59.4295**

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	4.0732					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0236	0.1591	0.2362	3.9000e-004		7.9500e-003	7.9500e-003		7.9500e-003	7.9500e-003	0.0000	33.3199	33.3199	1.8800e-003	0.0000	33.3668
Total	**4.0968**	**0.1591**	**0.2362**	**3.9000e-004**		**7.9500e-003**	**7.9500e-003**		**7.9500e-003**	**7.9500e-003**	**0.0000**	**33.3199**	**33.3199**	**1.8800e-003**	**0.0000**	**33.3668**

3.6 Architectural Coating - 2024

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	0.0284	0.0163	0.1935	6.6000e-004	0.0816	4.7000e-004	0.0821	0.0217	4.4000e-004	0.0221	0.0000	59.4004	59.4004	1.1700e-003	0.0000	59.4295
Total	**0.0284**	**0.0163**	**0.1935**	**6.6000e-004**	**0.0816**	**4.7000e-004**	**0.0821**	**0.0217**	**4.4000e-004**	**0.0221**	**0.0000**	**59.4004**	**59.4004**	**1.1700e-003**	**0.0000**	**59.4295**

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	4.6580	24.5035	34.4145	0.0537	2.8414	0.7534	3.5948	0.7648	0.7199	1.4847	0.0000	4,946.387 1	4,946.387 1	0.7298	0.0000	4,964.631 2
Unmitigated	4.6580	24.5035	34.4145	0.0537	2.8414	0.7534	3.5948	0.7648	0.7199	1.4847	0.0000	4,946.387 1	4,946.387 1	0.7298	0.0000	4,964.631 2

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,315.20	2,315.20	2315.20	783,886	783,886
Fast Food Restaurant with Drive Thru	2,189.92	2,189.92	2189.92	1,298,629	1,298,629
Industrial Park	1,640.85	1,640.85	1640.85	4,629,675	4,629,675
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	194.19	194.19	194.19	632,248	632,248
Total	6,340.16	6,340.16	6,340.16	7,344,438	7,344,438

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
Convenience Market With Gas	12.50	4.20	5.40	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	12.50	4.20	5.40	2.20	78.80	19.00	29	21	50
Industrial Park	12.50	4.20	5.40	59.00	28.00	13.00	79	19	2
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	12.50	4.20	5.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000
Industrial Park	0.423000	0.027000	0.143000	0.082000	0.039000	0.015000	0.067000	0.201000	0.000000	0.000000	0.003000	0.000000	0.000000
Parking Lot	0.466931	0.060112	0.168008	0.175941	0.037203	0.008410	0.015268	0.056562	0.001254	0.001542	0.005522	0.000888	0.002360
Unrefrigerated Warehouse-No Rail	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,843.920 5	2,843.920 5	0.0698	0.0265	2,853.555 0
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,843.920 5	2,843.920 5	0.0698	0.0265	2,853.555 0
NaturalGas Mitigated	0.0174	0.1584	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4172	172.4172	3.3000e-003	3.1600e-003	173.4418
NaturalGas Unmitigated	0.0174	0.1584	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4172	172.4172	3.3000e-003	3.1600e-003	173.4418

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					
Convenience Market With Gas Pumps	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Fast Food Restaurant with Drive Thru	1.2715e+006	6.8600e-003	0.0623	0.0524	3.7000e-004		4.7400e-003	4.7400e-003		4.7400e-003	4.7400e-003	0.0000	67.8519	67.8519	1.3000e-003	1.2400e-003	68.2551
Industrial Park	1.68954e+006	9.1100e-003	0.0828	0.0696	5.0000e-004		6.2900e-003	6.2900e-003		6.2900e-003	6.2900e-003	0.0000	90.1605	90.1605	1.7300e-003	1.6500e-003	90.6962
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
Unrefrigerated Warehouse-No Rail	261058	1.4100e-003	0.0128	0.0108	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.9311	13.9311	2.7000e-004	2.6000e-004	14.0138
Total		**0.0174**	**0.1584**	**0.1331**	**9.5000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**172.4172**	**172.4172**	**3.3100e-003**	**3.1600e-003**	**173.4418**

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					
Convenience Market With Gas Pumps	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Fast Food Restaurant with Drive Thru	1.2715e+006	6.8600e-003	0.0623	0.0524	3.7000e-004		4.7400e-003	4.7400e-003		4.7400e-003	4.7400e-003	0.0000	67.8519	67.8519	1.3000e-003	1.2400e-003	68.2551
Industrial Park	1.68954e+006	9.1100e-003	0.0828	0.0696	5.0000e-004		6.2900e-003	6.2900e-003		6.2900e-003	6.2900e-003	0.0000	90.1605	90.1605	1.7300e-003	1.6500e-003	90.6962
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
Unrefrigerated Warehouse-No Rail	261058	1.4100e-003	0.0128	0.0108	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.9311	13.9311	2.7000e-004	2.6000e-004	14.0138
Total		**0.0174**	**0.1584**	**0.1331**	**9.5000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**172.4172**	**172.4172**	**3.3100e-003**	**3.1600e-003**	**173.4418**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	50520	27.0772	6.6000e-004	2.5000e-004	27.1689
Fast Food Restaurant with Drive Thru	220782	118.3324	2.9000e-003	1.1000e-003	118.7333
Industrial Park	4.63529e+006	2,484.3720	0.0610	0.0231	2,492.7884
Parking Lot	96040	51.4745	1.2600e-003	4.8000e-004	51.6489
Unrefrigerated Warehouse-No Rail	303496	162.6645	3.9900e-003	1.5100e-003	163.2156
Total		**2,843.9205**	**0.0698**	**0.0265**	**2,853.5550**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	50520	27.0772	6.6000e-004	2.5000e-004	27.1689
Fast Food Restaurant with Drive Thru	220782	118.3324	2.9000e-003	1.1000e-003	118.7333
Industrial Park	4.63529e+006	2,484.3720	0.0610	0.0231	2,492.7884
Parking Lot	96040	51.4745	1.2600e-003	4.8000e-004	51.6489
Unrefrigerated Warehouse-No Rail	303496	162.6645	3.9900e-003	1.5100e-003	163.2156
Total		**2,843.9205**	**0.0698**	**0.0265**	**2,853.5550**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.1951	1.3000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0235	0.0235	8.0000e-005	0.0000	0.0256
Unmitigated	3.1951	1.3000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0235	0.0235	8.0000e-005	0.0000	0.0256

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	0.7382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4554					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.5000e-003	1.3000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0235	0.0235	8.0000e-005	0.0000	0.0256
Total	**3.1951**	**1.3000e-004**	**0.0135**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0235**	**0.0235**	**8.0000e-005**	**0.0000**	**0.0256**

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	0.7382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4554					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.5000e-003	1.3000e-004	0.0135	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0235	0.0235	8.0000e-005	0.0000	0.0256
Total	**3.1951**	**1.3000e-004**	**0.0135**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0235**	**0.0235**	**8.0000e-005**	**0.0000**	**0.0256**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,058.362 5	4.7475	0.1209	1,213.088 4
Unmitigated	1,058.362 5	4.7475	0.1209	1,213.088 4

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.104572 / 0.0640924	1.1446	3.4300e-003	9.0000e-005	1.2575
Fast Food Restaurant with Drive Thru	1.41143 / 0.0900914	10.8344	0.0463	1.1800e-003	12.3430
Industrial Park	112.596 / 0	821.5101	3.6882	0.0940	941.7115
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	30.821 / 0	224.8734	1.0096	0.0257	257.7764
Total		**1,058.3625**	**4.7475**	**0.1209**	**1,213.0884**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.104572 / 0.0640924	1.1446	3.4300e-003	9.0000e-005	1.2575
Fast Food Restaurant with Drive Thru	1.41143 / 0.0900914	10.8344	0.0463	1.1800e-003	12.3430
Industrial Park	112.596 / 0	821.5101	3.6882	0.0940	941.7115
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	30.821 / 0	224.8734	1.0096	0.0257	257.7764
Total		**1,058.3625**	**4.7475**	**0.1209**	**1,213.0884**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	158.8607	9.3884	0.0000	393.5707
Unmitigated	158.8607	9.3884	0.0000	393.5707

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	53.56	10.8722	0.6425	0.0000	26.9354
Industrial Park	603.76	122.5578	7.2430	0.0000	303.6318
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	125.28	25.4307	1.5029	0.0000	63.0035
Total		**158.8607**	**9.3884**	**0.0000**	**393.5707**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	53.56	10.8722	0.6425	0.0000	26.9354
Industrial Park	603.76	122.5578	7.2430	0.0000	303.6318
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	125.28	25.4307	1.5029	0.0000	63.0035
Total		**158.8607**	**9.3884**	**0.0000**	**393.5707**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	6	8.00	260	89	0.20	CNG

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	0.2151	1.8696	1.0059	1.1900e-003		0.1529	0.1529		0.1407	0.1407	0.0000	116.3858	116.3858	0.0339	0.0000	117.2327
Total	**0.2151**	**1.8696**	**1.0059**	**1.1900e-003**		**0.1529**	**0.1529**		**0.1407**	**0.1407**	**0.0000**	**116.3858**	**116.3858**	**0.0339**	**0.0000**	**117.2327**

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

APPENDIX H

CalEEMod Model Opening Year 2025 Annual Printouts

Coachella Airport Business Park

Riverside-Salton Sea County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	486.90	1000sqft	23.03	486,900.00	0
Unrefrigerated Warehouse-No Rail	128.60	1000sqft	6.30	128,600.00	0
Parking Lot	686.00	Space	12.73	274,400.00	0
Fast Food Restaurant with Drive Thru	4.65	1000sqft	0.23	4,650.00	0
Convenience Market With Gas Pumps	10.00	Pump	0.06	4,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	15			**Operational Year**	2025
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	809.89	**CH4 Intensity (lb/MWhr)**	0.02	**N2O Intensity (lb/MWhr)**	0.008

1.3 User Entered Comments & Non-Default Data

Coachella Airport Business Park - Riverside-Salton Sea County, Annual

Project Characteristics - IID Intensity Factors obtained from CPA and SB 100

Land Use - Total Project Site: 42.36 acres

Construction Phase - Construction schedule provided by applicant

Trips and VMT - 6 vendor trips per day added to Site Prep and Grading phases to account for water truck emissions

Grading - 21,040 cu yds imported

Architectural Coating - Non Residential interior Architectural Coating VOC set to 100 grams/liter per SCAQMD Rule 1113 minimum requirements

Vehicle Trips - Daily Trip Rates from TIA.

Construction Off-road Equipment Mitigation - Water Exposed Area 2x per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation - Improve Ped Network on Project Site. Distance to Transit Station 0.01 mile (Sunline Bus Stop adjacent to project site)

Energy Mitigation - 30% lighting energy reduction selected to account for the 2019 Title 24 standards,

Water Mitigation - Low flow fixtures and water-efficient irrigation were selected to account for 2019 Title 24 part 11 requirements

Waste Mitigation - 50% reduction in solid waste selected to account for AB 341

Operational Off-Road Equipment - 6 CNG Forklifts 8 hours per day

Fleet Mix - Fleet Mix - Trucks analyzed under Industrial Park land use. Trucks removed from all other land uses

Off-road Equipment - 2 Scrapers added to Grading (4 total)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_Nonresidential_Exterior	312075	314413
tblAreaCoating	Area_Nonresidential_Interior	936225	943238
tblAreaCoating	Area_Parking	16464	16488
tblConstructionPhase	NumDays	55.00	261.00
tblConstructionPhase	NumDays	55.00	261.00
tblFleetMix	HHD	0.07	0.00
tblFleetMix	HHD	0.07	0.00
tblFleetMix	HHD	0.07	0.20
tblFleetMix	HHD	0.07	0.00

tblFleetMix	LDA	0.55	0.63
tblFleetMix	LDA	0.55	0.63
tblFleetMix	LDA	0.55	0.42
tblFleetMix	LDA	0.55	0.63
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.03
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LDT2	0.19	0.14
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD1	0.01	0.04
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	4.5300e-003	0.00
tblFleetMix	LHD2	4.5300e-003	0.00
tblFleetMix	LHD2	4.5300e-003	0.02
tblFleetMix	LHD2	4.5300e-003	0.00
tblFleetMix	MCY	4.4460e-003	4.0000e-003
tblFleetMix	MCY	4.4460e-003	4.0000e-003
tblFleetMix	MCY	4.4460e-003	3.0000e-003
tblFleetMix	MCY	4.4460e-003	4.0000e-003
tblFleetMix	MDV	0.11	0.12
tblFleetMix	MDV	0.11	0.12
tblFleetMix	MDV	0.11	0.08

tblFleetMix	MDV	0.11	0.12
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MH	7.8900e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.07
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	OBUS	1.4150e-003	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	SBUS	8.9200e-004	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblFleetMix	UBUS	1.1230e-003	0.00
tblGrading	MaterialImported	0.00	21,040.00
tblLandUse	LandUseSquareFeet	1,411.75	4,000.00
tblLandUse	LotAcreage	11.18	23.03
tblLandUse	LotAcreage	2.95	6.30
tblLandUse	LotAcreage	6.17	12.73
tblLandUse	LotAcreage	0.11	0.23

tblLandUse	LotAcreage	0.03	0.06
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	6.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.02
tblProjectCharacteristics	CO2IntensityFactor	1270.9	809.89
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.008
tblSolidWaste	SolidWasteGenerationRate	120.88	125.28
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	147.00	148.00
tblTripsAndVMT	WorkerTripNumber	377.00	379.00
tblTripsAndVMT	WorkerTripNumber	75.00	76.00
tblVehicleTrips	ST_TR	204.47	231.52
tblVehicleTrips	ST_TR	722.03	470.95
tblVehicleTrips	ST_TR	2.49	3.37
tblVehicleTrips	ST_TR	1.68	1.51
tblVehicleTrips	SU_TR	166.88	231.52
tblVehicleTrips	SU_TR	542.72	470.95
tblVehicleTrips	SU_TR	0.73	3.37
tblVehicleTrips	SU_TR	1.68	1.51
tblVehicleTrips	WD_TR	542.60	231.52
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	1.68	1.51
tblWater	IndoorWaterUseRate	29,738,750.00	30,821,000.00

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	0.1667	1.9107	1.1169	2.6700e-003	0.4997	0.0790	0.5787	0.2229	0.0727	0.2956	0.0000	238.8871	238.8871	0.0639	0.0000	240.4841
2022	0.4674	4.4504	3.8735	0.0119	0.6699	0.1409	0.8108	0.1990	0.1315	0.3305	0.0000	1,075.3179	1,075.3179	0.1516	0.0000	1,079.1075
2023	0.3845	3.1776	3.4002	0.0109	0.5006	0.0944	0.5950	0.1351	0.0888	0.2239	0.0000	989.5759	989.5759	0.1030	0.0000	992.1510
2024	4.6399	4.4736	5.7033	0.0149	0.6002	0.1531	0.7533	0.1616	0.1432	0.3048	0.0000	1,346.5643	1,346.5643	0.1896	0.0000	1,351.3053
Maximum	**4.6399**	**4.4736**	**5.7033**	**0.0149**	**0.6699**	**0.1531**	**0.8108**	**0.2229**	**0.1432**	**0.3305**	**0.0000**	**1,346.5643**	**1,346.5643**	**0.1896**	**0.0000**	**1,351.3053**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1667	1.9107	1.1169	2.6700e-003	0.2389	0.0790	0.3180	0.1040	0.0727	0.1767	0.0000	238.8868	238.8868	0.0639	0.0000	240.4839
2022	0.4674	4.4504	3.8735	0.0119	0.5466	0.1409	0.6875	0.1557	0.1315	0.2872	0.0000	1,075.3174	1,075.3174	0.1516	0.0000	1,079.1070
2023	0.3845	3.1776	3.4002	0.0109	0.5006	0.0944	0.5950	0.1351	0.0888	0.2239	0.0000	989.5755	989.5755	0.1030	0.0000	992.1506
2024	4.6399	4.4736	5.7033	0.0149	0.6002	0.1531	0.7533	0.1616	0.1432	0.3048	0.0000	1,346.5636	1,346.5636	0.1896	0.0000	1,351.3046
Maximum	**4.6399**	**4.4736**	**5.7033**	**0.0149**	**0.6002**	**0.1531**	**0.7533**	**0.1616**	**0.1432**	**0.3048**	**0.0000**	**1,346.5636**	**1,346.5636**	**0.1896**	**0.0000**	**1,351.3046**

	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**	**16.92**	**0.00**	**14.03**	**22.58**	**0.00**	**14.05**	**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	**10-5-2021**	**1-4-2022**	2.1279	2.1279
2	**1-5-2022**	**4-4-2022**	1.7667	1.7667
3	**4-5-2022**	**7-4-2022**	1.0366	1.0366
4	**7-5-2022**	**10-4-2022**	1.0477	1.0477
5	**10-5-2022**	**1-4-2023**	1.0358	1.0358
6	**1-5-2023**	**4-4-2023**	0.8791	0.8791
7	**4-5-2023**	**7-4-2023**	0.8939	0.8939
8	**7-5-2023**	**10-4-2023**	0.9035	0.9035

9	**10-5-2023**	**1-4-2024**	0.9591	0.9591
10	**1-5-2024**	**4-4-2024**	2.2686	2.2686
11	**4-5-2024**	**7-4-2024**	2.2736	2.2736
12	**7-5-2024**	**9-30-2024**	2.1987	2.1987
		Highest	2.2736	2.2736

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1947	1.1000e-004	0.0121	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0235	0.0235	6.0000e-005	0.0000	0.0251
Energy	0.0174	0.1584	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	2,121.6753	2,121.6753	0.0514	0.0224	2,129.6411
Mobile	1.0929	7.4753	8.1908	0.0444	2.8413	0.0255	2.8668	0.7648	0.0239	0.7886	0.0000	4,160.4353	4,160.4353	0.1987	0.0000	4,165.4023
Offroad	0.0678	0.6385	0.8843	1.1900e-003		0.0342	0.0342		0.0314	0.0314	0.0000	104.7472	104.7472	0.0339	0.0000	105.5942
Waste						0.0000	0.0000		0.0000	0.0000	158.8607	0.0000	158.8607	9.3884	0.0000	393.5707
Water						0.0000	0.0000		0.0000	0.0000	45.9804	693.8991	739.8795	4.7398	0.1184	893.6467
Total	**4.3727**	**8.2722**	**9.2203**	**0.0466**	**2.8413**	**0.0718**	**2.9131**	**0.7648**	**0.0674**	**0.8321**	**204.8412**	**7,080.7804**	**7,285.6216**	**14.4122**	**0.1408**	**7,687.8801**

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	3.1947	1.1000e-004	0.0121	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0235	0.0235	6.0000e-005	0.0000	0.0251
Energy	0.0174	0.1584	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	1,892.2466	1,892.2466	0.0458	0.0202	1,899.3955
Mobile	1.0456	7.0185	6.9813	0.0356	2.1306	0.0207	2.1513	0.5735	0.0193	0.5928	0.0000	3,333.8410	3,333.8410	0.1821	0.0000	3,338.3941
Offroad	0.0678	0.6385	0.8843	1.1900e-003		0.0342	0.0342		0.0314	0.0314	0.0000	104.7472	104.7472	0.0339	0.0000	105.5942
Waste						0.0000	0.0000		0.0000	0.0000	79.4304	0.0000	79.4304	4.6942	0.0000	196.7854
Water						0.0000	0.0000		0.0000	0.0000	38.8075	585.7106	624.5181	4.0004	0.0999	754.2978
Total	**4.3255**	**7.8154**	**8.0107**	**0.0377**	**2.1306**	**0.0669**	**2.1976**	**0.5735**	**0.0628**	**0.6363**	**118.2379**	**5,916.5689**	**6,034.8068**	**8.9564**	**0.1201**	**6,294.4920**

	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	**1.08**	**5.52**	**13.12**	**19.02**	**25.01**	**6.78**	**24.56**	**25.01**	**6.78**	**23.53**	**42.28**	**16.44**	**17.17**	**37.86**	**14.73**	**18.12**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/5/2021	11/15/2021	5	30	
2	Grading	Grading	11/16/2021	2/28/2022	5	75	
3	Building Construction	Building Construction	3/1/2022	12/30/2024	5	740	
4	Paving	Paving	1/1/2024	12/30/2024	5	261	
5	Architectural Coating	Architectural Coating	1/1/2024	12/30/2024	5	261	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 187.5

Acres of Paving: 12.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 936,225; Non-Residential Outdoor: 312,075; Striped Parking Area: 16,464 (Architectural Coating – sqft)

<u>OffRoad Equipment</u>

Coachella Airport Business Park - Riverside-Salton Sea 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	4	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	6.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	6.00	2,630.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	379.00	148.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	76.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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					0.2710	0.0000	0.2710	0.1490	0.0000	0.1490	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0583	0.6075	0.3173	5.7000e-004		0.0307	0.0307		0.0282	0.0282	0.0000	50.1536	50.1536	0.0162	0.0000	50.5591
Total	**0.0583**	**0.6075**	**0.3173**	**5.7000e-004**	**0.2710**	**0.0307**	**0.3017**	**0.1490**	**0.0282**	**0.1772**	**0.0000**	**50.1536**	**50.1536**	**0.0162**	**0.0000**	**50.5591**

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	2.0000e-004	7.8400e-003	1.5100e-003	2.0000e-005	4.5000e-004	1.0000e-005	4.6000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.8544	1.8544	1.6000e-004	0.0000	1.8585
Worker	9.4000e-004	6.0000e-004	6.6400e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8091	1.8091	4.0000e-005	0.0000	1.8101
Total	**1.1400e-003**	**8.4400e-003**	**8.1500e-003**	**4.0000e-005**	**2.6700e-003**	**2.0000e-005**	**2.7000e-003**	**7.2000e-004**	**2.0000e-005**	**7.4000e-004**	**0.0000**	**3.6635**	**3.6635**	**2.0000e-004**	**0.0000**	**3.6686**

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					0.1220	0.0000	0.1220	0.0670	0.0000	0.0670	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0583	0.6075	0.3173	5.7000e-004		0.0307	0.0307		0.0282	0.0282	0.0000	50.1535	50.1535	0.0162	0.0000	50.5590
Total	**0.0583**	**0.6075**	**0.3173**	**5.7000e-004**	**0.1220**	**0.0307**	**0.1526**	**0.0670**	**0.0282**	**0.0952**	**0.0000**	**50.1535**	**50.1535**	**0.0162**	**0.0000**	**50.5590**

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	2.0000e-004	7.8400e-003	1.5100e-003	2.0000e-005	4.5000e-004	1.0000e-005	4.6000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.8544	1.8544	1.6000e-004	0.0000	1.8585
Worker	9.4000e-004	6.0000e-004	6.6400e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8091	1.8091	4.0000e-005	0.0000	1.8101
Total	**1.1400e-003**	**8.4400e-003**	**8.1500e-003**	**4.0000e-005**	**2.6700e-003**	**2.0000e-005**	**2.7000e-003**	**7.2000e-004**	**2.0000e-005**	**7.4000e-004**	**0.0000**	**3.6635**	**3.6635**	**2.0000e-004**	**0.0000**	**3.6686**

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					0.2031	0.0000	0.2031	0.0672	0.0000	0.0672	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1029	1.1527	0.7631	1.5700e-003		0.0479	0.0479		0.0441	0.0441	0.0000	137.9181	137.9181	0.0446	0.0000	139.0333
Total	**0.1029**	**1.1527**	**0.7631**	**1.5700e-003**	**0.2031**	**0.0479**	**0.2510**	**0.0672**	**0.0441**	**0.1113**	**0.0000**	**137.9181**	**137.9181**	**0.0446**	**0.0000**	**139.0333**

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	2.9700e-003	0.1325	0.0183	4.4000e-004	0.0196	4.0000e-004	0.0200	5.1100e-003	3.8000e-004	5.4900e-003	0.0000	42.7721	42.7721	2.6100e-003	0.0000	42.8374
Vendor	2.2000e-004	8.8900e-003	1.7100e-003	2.0000e-005	5.0000e-004	1.0000e-005	5.2000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1017	2.1017	1.8000e-004	0.0000	2.1063
Worker	1.1800e-003	7.6000e-004	8.3700e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.2781	2.2781	5.0000e-005	0.0000	2.2794
Total	**4.3700e-003**	**0.1421**	**0.0283**	**4.9000e-004**	**0.0229**	**4.3000e-004**	**0.0233**	**6.0000e-003**	**4.1000e-004**	**6.4100e-003**	**0.0000**	**47.1519**	**47.1519**	**2.8400e-003**	**0.0000**	**47.2231**

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					0.0914	0.0000	0.0914	0.0302	0.0000	0.0302	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1029	1.1527	0.7631	1.5700e-003		0.0479	0.0479		0.0441	0.0441	0.0000	137.9180	137.9180	0.0446	0.0000	139.0331
Total	**0.1029**	**1.1527**	**0.7631**	**1.5700e-003**	**0.0914**	**0.0479**	**0.1393**	**0.0302**	**0.0441**	**0.0743**	**0.0000**	**137.9180**	**137.9180**	**0.0446**	**0.0000**	**139.0331**

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	2.9700e-003	0.1325	0.0183	4.4000e-004	0.0196	4.0000e-004	0.0200	5.1100e-003	3.8000e-004	5.4900e-003	0.0000	42.7721	42.7721	2.6100e-003	0.0000	42.8374
Vendor	2.2000e-004	8.8900e-003	1.7100e-003	2.0000e-005	5.0000e-004	1.0000e-005	5.2000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1017	2.1017	1.8000e-004	0.0000	2.1063
Worker	1.1800e-003	7.6000e-004	8.3700e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.2781	2.2781	5.0000e-005	0.0000	2.2794
Total	**4.3700e-003**	**0.1421**	**0.0283**	**4.9000e-004**	**0.0229**	**4.3000e-004**	**0.0233**	**6.0000e-003**	**4.1000e-004**	**6.4100e-003**	**0.0000**	**47.1519**	**47.1519**	**2.8400e-003**	**0.0000**	**47.2231**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2242	0.0000	0.2242	0.0788	0.0000	0.0788	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1079	1.1630	0.8568	1.9000e-003		0.0478	0.0478		0.0440	0.0440	0.0000	166.4829	166.4829	0.0538	0.0000	167.8290
Total	**0.1079**	**1.1630**	**0.8568**	**1.9000e-003**	**0.2242**	**0.0478**	**0.2720**	**0.0788**	**0.0440**	**0.1228**	**0.0000**	**166.4829**	**166.4829**	**0.0538**	**0.0000**	**167.8290**

3.3 Grading - 2022

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	3.3600e-003	0.1452	0.0214	5.3000e-004	0.0201	4.0000e-004	0.0205	5.3000e-003	3.8000e-004	5.6800e-003	0.0000	50.9860	50.9860	3.0200e-003	0.0000	51.0616
Vendor	2.5000e-004	0.0102	1.9200e-003	3.0000e-005	6.1000e-004	1.0000e-005	6.2000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.5124	2.5124	2.1000e-004	0.0000	2.5177
Worker	1.3300e-003	8.2000e-004	9.2900e-003	3.0000e-005	3.3700e-003	2.0000e-005	3.3900e-003	9.0000e-004	2.0000e-005	9.1000e-004	0.0000	2.6469	2.6469	6.0000e-005	0.0000	2.6484
Total	**4.9400e-003**	**0.1562**	**0.0326**	**5.9000e-004**	**0.0241**	**4.3000e-004**	**0.0245**	**6.3800e-003**	**4.1000e-004**	**6.7800e-003**	**0.0000**	**56.1454**	**56.1454**	**3.2900e-003**	**0.0000**	**56.2276**

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					0.1009	0.0000	0.1009	0.0355	0.0000	0.0355	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1079	1.1630	0.8568	1.9000e-003		0.0478	0.0478		0.0440	0.0440	0.0000	166.4827	166.4827	0.0538	0.0000	167.8288
Total	**0.1079**	**1.1630**	**0.8568**	**1.9000e-003**	**0.1009**	**0.0478**	**0.1487**	**0.0355**	**0.0440**	**0.0795**	**0.0000**	**166.4827**	**166.4827**	**0.0538**	**0.0000**	**167.8288**

3.3 Grading - 2022

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	3.3600e-003	0.1452	0.0214	5.3000e-004	0.0201	4.0000e-004	0.0205	5.3000e-003	3.8000e-004	5.6800e-003	0.0000	50.9860	50.9860	3.0200e-003	0.0000	51.0616
Vendor	2.5000e-004	0.0102	1.9200e-003	3.0000e-005	6.1000e-004	1.0000e-005	6.2000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.5124	2.5124	2.1000e-004	0.0000	2.5177
Worker	1.3300e-003	8.2000e-004	9.2900e-003	3.0000e-005	3.3700e-003	2.0000e-005	3.3900e-003	9.0000e-004	2.0000e-005	9.1000e-004	0.0000	2.6469	2.6469	6.0000e-005	0.0000	2.6484
Total	**4.9400e-003**	**0.1562**	**0.0326**	**5.9000e-004**	**0.0241**	**4.3000e-004**	**0.0245**	**6.3800e-003**	**4.1000e-004**	**6.7800e-003**	**0.0000**	**56.1454**	**56.1454**	**3.2900e-003**	**0.0000**	**56.2276**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1868	1.7099	1.7918	2.9500e-003		0.0886	0.0886		0.0834	0.0834	0.0000	253.7391	253.7391	0.0608	0.0000	255.2589
Total	**0.1868**	**1.7099**	**1.7918**	**2.9500e-003**		**0.0886**	**0.0886**		**0.0834**	**0.0834**	**0.0000**	**253.7391**	**253.7391**	**0.0608**	**0.0000**	**255.2589**

3.4 Building Construction - 2022

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	0.0331	1.3380	0.2523	3.4600e-003	0.0802	1.9600e-003	0.0822	0.0232	1.8700e-003	0.0250	0.0000	331.0284	331.0284	0.0277	0.0000	331.7210
Worker	0.1346	0.0834	0.9401	2.9600e-003	0.3414	2.0600e-003	0.3435	0.0907	1.8900e-003	0.0926	0.0000	267.9221	267.9221	5.9600e-003	0.0000	268.0711
Total	**0.1677**	**1.4213**	**1.1924**	**6.4200e-003**	**0.4216**	**4.0200e-003**	**0.4256**	**0.1138**	**3.7600e-003**	**0.1176**	**0.0000**	**598.9505**	**598.9505**	**0.0337**	**0.0000**	**599.7920**

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	0.1868	1.7099	1.7918	2.9500e-003		0.0886	0.0886		0.0834	0.0834	0.0000	253.7388	253.7388	0.0608	0.0000	255.2586
Total	**0.1868**	**1.7099**	**1.7918**	**2.9500e-003**		**0.0886**	**0.0886**		**0.0834**	**0.0834**	**0.0000**	**253.7388**	**253.7388**	**0.0608**	**0.0000**	**255.2586**

3.4 Building Construction - 2022

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	0.0331	1.3380	0.2523	3.4600e-003	0.0802	1.9600e-003	0.0822	0.0232	1.8700e-003	0.0250	0.0000	331.0284	331.0284	0.0277	0.0000	331.7210
Worker	0.1346	0.0834	0.9401	2.9600e-003	0.3414	2.0600e-003	0.3435	0.0907	1.8900e-003	0.0926	0.0000	267.9221	267.9221	5.9600e-003	0.0000	268.0711
Total	**0.1677**	**1.4213**	**1.1924**	**6.4200e-003**	**0.4216**	**4.0200e-003**	**0.4256**	**0.1138**	**3.7600e-003**	**0.1176**	**0.0000**	**598.9505**	**598.9505**	**0.0337**	**0.0000**	**599.7920**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

3.4 Building Construction - 2023

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	0.0301	1.2184	0.2605	3.9900e-003	0.0952	1.0400e-003	0.0962	0.0275	9.9000e-004	0.0285	0.0000	382.2148	382.2148	0.0250	0.0000	382.8390
Worker	0.1499	0.0892	1.0280	3.3800e-003	0.4054	2.3800e-003	0.4077	0.1077	2.1900e-003	0.1099	0.0000	306.0149	306.0149	6.3500e-003	0.0000	306.1737
Total	**0.1800**	**1.3075**	**1.2884**	**7.3700e-003**	**0.5006**	**3.4200e-003**	**0.5040**	**0.1351**	**3.1800e-003**	**0.1383**	**0.0000**	**688.2297**	**688.2297**	**0.0313**	**0.0000**	**689.0127**

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

3.4 Building Construction - 2023

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	0.0301	1.2184	0.2605	3.9900e-003	0.0952	1.0400e-003	0.0962	0.0275	9.9000e-004	0.0285	0.0000	382.2148	382.2148	0.0250	0.0000	382.8390
Worker	0.1499	0.0892	1.0280	3.3800e-003	0.4054	2.3800e-003	0.4077	0.1077	2.1900e-003	0.1099	0.0000	306.0149	306.0149	6.3500e-003	0.0000	306.1737
Total	**0.1800**	**1.3075**	**1.2884**	**7.3700e-003**	**0.5006**	**3.4200e-003**	**0.5040**	**0.1351**	**3.1800e-003**	**0.1383**	**0.0000**	**688.2297**	**688.2297**	**0.0313**	**0.0000**	**689.0127**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1920	1.7544	2.1098	3.5200e-003		0.0800	0.0800		0.0753	0.0753	0.0000	302.5631	302.5631	0.0716	0.0000	304.3518
Total	**0.1920**	**1.7544**	**2.1098**	**3.5200e-003**		**0.0800**	**0.0800**		**0.0753**	**0.0753**	**0.0000**	**302.5631**	**302.5631**	**0.0716**	**0.0000**	**304.3518**

3.4 Building Construction - 2024

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	0.0296	1.2166	0.2520	3.9900e-003	0.0956	1.0400e-003	0.0966	0.0276	9.9000e-004	0.0286	0.0000	381.9907	381.9907	0.0245	0.0000	382.6029
Worker	0.1418	0.0811	0.9650	3.2700e-003	0.4069	2.3700e-003	0.4093	0.1081	2.1800e-003	0.1103	0.0000	296.2202	296.2202	5.8100e-003	0.0000	296.3655
Total	**0.1714**	**1.2977**	**1.2170**	**7.2600e-003**	**0.5025**	**3.4100e-003**	**0.5059**	**0.1357**	**3.1700e-003**	**0.1388**	**0.0000**	**678.2109**	**678.2109**	**0.0303**	**0.0000**	**678.9683**

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	0.1920	1.7544	2.1098	3.5200e-003		0.0800	0.0800		0.0753	0.0753	0.0000	302.5627	302.5627	0.0716	0.0000	304.3514
Total	**0.1920**	**1.7544**	**2.1098**	**3.5200e-003**		**0.0800**	**0.0800**		**0.0753**	**0.0753**	**0.0000**	**302.5627**	**302.5627**	**0.0716**	**0.0000**	**304.3514**

3.4 Building Construction - 2024

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	0.0296	1.2166	0.2520	3.9900e-003	0.0956	1.0400e-003	0.0966	0.0276	9.9000e-004	0.0286	0.0000	381.9907	381.9907	0.0245	0.0000	382.6029
Worker	0.1418	0.0811	0.9650	3.2700e-003	0.4069	2.3700e-003	0.4093	0.1081	2.1800e-003	0.1103	0.0000	296.2202	296.2202	5.8100e-003	0.0000	296.3655
Total	**0.1714**	**1.2977**	**1.2170**	**7.2600e-003**	**0.5025**	**3.4100e-003**	**0.5059**	**0.1357**	**3.1700e-003**	**0.1388**	**0.0000**	**678.2109**	**678.2109**	**0.0303**	**0.0000**	**678.9683**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1290	1.2430	1.9087	2.9800e-003		0.0611	0.0611		0.0563	0.0563	0.0000	261.3462	261.3462	0.0845	0.0000	263.4594
Paving	0.0167					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1456**	**1.2430**	**1.9087**	**2.9800e-003**		**0.0611**	**0.0611**		**0.0563**	**0.0563**	**0.0000**	**261.3462**	**261.3462**	**0.0845**	**0.0000**	**263.4594**

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6100e-003	3.2100e-003	0.0382	1.3000e-004	0.0161	9.0000e-005	0.0162	4.2800e-003	9.0000e-005	4.3600e-003	0.0000	11.7238	11.7238	2.3000e-004	0.0000	11.7295
Total	**5.6100e-003**	**3.2100e-003**	**0.0382**	**1.3000e-004**	**0.0161**	**9.0000e-005**	**0.0162**	**4.2800e-003**	**9.0000e-005**	**4.3600e-003**	**0.0000**	**11.7238**	**11.7238**	**2.3000e-004**	**0.0000**	**11.7295**

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	0.1290	1.2430	1.9087	2.9800e-003		0.0611	0.0611		0.0563	0.0563	0.0000	261.3459	261.3459	0.0845	0.0000	263.4590
Paving	0.0167					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1456**	**1.2430**	**1.9087**	**2.9800e-003**		**0.0611**	**0.0611**		**0.0563**	**0.0563**	**0.0000**	**261.3459**	**261.3459**	**0.0845**	**0.0000**	**263.4590**

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6100e-003	3.2100e-003	0.0382	1.3000e-004	0.0161	9.0000e-005	0.0162	4.2800e-003	9.0000e-005	4.3600e-003	0.0000	11.7238	11.7238	2.3000e-004	0.0000	11.7295
Total	**5.6100e-003**	**3.2100e-003**	**0.0382**	**1.3000e-004**	**0.0161**	**9.0000e-005**	**0.0162**	**4.2800e-003**	**9.0000e-005**	**4.3600e-003**	**0.0000**	**11.7238**	**11.7238**	**2.3000e-004**	**0.0000**	**11.7295**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.0732					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0236	0.1591	0.2362	3.9000e-004		7.9500e-003	7.9500e-003		7.9500e-003	7.9500e-003	0.0000	33.3200	33.3200	1.8800e-003	0.0000	33.3669
Total	**4.0968**	**0.1591**	**0.2362**	**3.9000e-004**		**7.9500e-003**	**7.9500e-003**		**7.9500e-003**	**7.9500e-003**	**0.0000**	**33.3200**	**33.3200**	**1.8800e-003**	**0.0000**	**33.3669**

3.6 Architectural Coating - 2024

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	0.0284	0.0163	0.1935	6.6000e-004	0.0816	4.7000e-004	0.0821	0.0217	4.4000e-004	0.0221	0.0000	59.4004	59.4004	1.1700e-003	0.0000	59.4295
Total	**0.0284**	**0.0163**	**0.1935**	**6.6000e-004**	**0.0816**	**4.7000e-004**	**0.0821**	**0.0217**	**4.4000e-004**	**0.0221**	**0.0000**	**59.4004**	**59.4004**	**1.1700e-003**	**0.0000**	**59.4295**

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	4.0732					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0236	0.1591	0.2362	3.9000e-004		7.9500e-003	7.9500e-003		7.9500e-003	7.9500e-003	0.0000	33.3199	33.3199	1.8800e-003	0.0000	33.3668
Total	**4.0968**	**0.1591**	**0.2362**	**3.9000e-004**		**7.9500e-003**	**7.9500e-003**		**7.9500e-003**	**7.9500e-003**	**0.0000**	**33.3199**	**33.3199**	**1.8800e-003**	**0.0000**	**33.3668**

3.6 Architectural Coating - 2024

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	0.0284	0.0163	0.1935	6.6000e-004	0.0816	4.7000e-004	0.0821	0.0217	4.4000e-004	0.0221	0.0000	59.4004	59.4004	1.1700e-003	0.0000	59.4295
Total	**0.0284**	**0.0163**	**0.1935**	**6.6000e-004**	**0.0816**	**4.7000e-004**	**0.0821**	**0.0217**	**4.4000e-004**	**0.0221**	**0.0000**	**59.4004**	**59.4004**	**1.1700e-003**	**0.0000**	**59.4295**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	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	1.0456	7.0185	6.9813	0.0356	2.1306	0.0207	2.1513	0.5735	0.0193	0.5928	0.0000	3,333.841 0	3,333.841 0	0.1821	0.0000	3,338.394 1
Unmitigated	1.0929	7.4753	8.1908	0.0444	2.8413	0.0255	2.8668	0.7648	0.0239	0.7886	0.0000	4,160.435 3	4,160.435 3	0.1987	0.0000	4,165.402 3

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,315.20	2,315.20	2315.20	783,886	587,825
Fast Food Restaurant with Drive Thru	2,189.92	2,189.92	2189.92	1,298,629	973,823
Industrial Park	1,640.85	1,640.85	1640.85	4,629,675	3,471,726
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	194.19	194.19	194.19	632,248	474,113
Total	6,340.16	6,340.16	6,340.16	7,344,438	5,507,487

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
Convenience Market With Gas	12.50	4.20	5.40	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	12.50	4.20	5.40	2.20	78.80	19.00	29	21	50
Industrial Park	12.50	4.20	5.40	59.00	28.00	13.00	79	19	2
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	12.50	4.20	5.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000
Industrial Park	0.423000	0.027000	0.143000	0.082000	0.039000	0.015000	0.067000	0.201000	0.000000	0.000000	0.003000	0.000000	0.000000
Parking Lot	0.554334	0.035376	0.188722	0.108173	0.012711	0.004530	0.017449	0.070039	0.001415	0.001123	0.004446	0.000892	0.000789
Unrefrigerated Warehouse-No Rail	0.625000	0.039000	0.211000	0.121000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.004000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	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	1,719.829 4	1,719.829 4	0.0425	0.0170	1,725.953 7
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,949.258 1	1,949.258 1	0.0481	0.0193	1,956.199 3
NaturalGas Mitigated	0.0174	0.1584	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4172	172.4172	3.3000e-003	3.1600e-003	173.4418
NaturalGas Unmitigated	0.0174	0.1584	0.1330	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4172	172.4172	3.3000e-003	3.1600e-003	173.4418

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					
Convenience Market With Gas Pumps	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Fast Food Restaurant with Drive Thru	1.2715e+006	6.8600e-003	0.0623	0.0524	3.7000e-004		4.7400e-003	4.7400e-003		4.7400e-003	4.7400e-003	0.0000	67.8519	67.8519	1.3000e-003	1.2400e-003	68.2551
Industrial Park	1.68954e+006	9.1100e-003	0.0828	0.0696	5.0000e-004		6.2900e-003	6.2900e-003		6.2900e-003	6.2900e-003	0.0000	90.1605	90.1605	1.7300e-003	1.6500e-003	90.6962
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
Unrefrigerated Warehouse-No Rail	261058	1.4100e-003	0.0128	0.0108	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.9311	13.9311	2.7000e-004	2.6000e-004	14.0138
Total		**0.0174**	**0.1584**	**0.1331**	**9.5000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**172.4172**	**172.4172**	**3.3100e-003**	**3.1600e-003**	**173.4418**

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					
Convenience Market With Gas Pumps	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Fast Food Restaurant with Drive Thru	1.2715e+006	6.8600e-003	0.0623	0.0524	3.7000e-004		4.7400e-003	4.7400e-003		4.7400e-003	4.7400e-003	0.0000	67.8519	67.8519	1.3000e-003	1.2400e-003	68.2551
Industrial Park	1.68954e+006	9.1100e-003	0.0828	0.0696	5.0000e-004		6.2900e-003	6.2900e-003		6.2900e-003	6.2900e-003	0.0000	90.1605	90.1605	1.7300e-003	1.6500e-003	90.6962
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
Unrefrigerated Warehouse-No Rail	261058	1.4100e-003	0.0128	0.0108	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.9311	13.9311	2.7000e-004	2.6000e-004	14.0138
Total		**0.0174**	**0.1584**	**0.1331**	**9.5000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**172.4172**	**172.4172**	**3.3100e-003**	**3.1600e-003**	**173.4418**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	50520	18.5590	4.6000e-004	1.8000e-004	18.6251
Fast Food Restaurant with Drive Thru	220782	81.1065	2.0000e-003	8.0000e-004	81.3953
Industrial Park	4.63529e+006	1,702.8191	0.0421	0.0168	1,708.8828
Parking Lot	96040	35.2813	8.7000e-004	3.5000e-004	35.4069
Unrefrigerated Warehouse-No Rail	303496	111.4923	2.7500e-003	1.1000e-003	111.8893
Total		**1,949.2581**	**0.0481**	**0.0193**	**1,956.1993**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	43788	16.0860	4.0000e-004	1.6000e-004	16.1432
Fast Food Restaurant with Drive Thru	211547	77.7139	1.9200e-003	7.7000e-004	77.9907
Industrial Park	4.10067e+006	1,506.4225	0.0372	0.0149	1,511.7868
Parking Lot	67228	24.6969	6.1000e-004	2.4000e-004	24.7848
Unrefrigerated Warehouse-No Rail	258357	94.9102	2.3400e-003	9.4000e-004	95.2481
Total		**1,719.8294**	**0.0425**	**0.0170**	**1,725.9537**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.1947	1.1000e-004	0.0121	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0235	0.0235	6.0000e-005	0.0000	0.0251
Unmitigated	3.1947	1.1000e-004	0.0121	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0235	0.0235	6.0000e-005	0.0000	0.0251

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	0.7382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4554					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1100e-003	1.1000e-004	0.0121	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0235	0.0235	6.0000e-005	0.0000	0.0251
Total	**3.1947**	**1.1000e-004**	**0.0121**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0235**	**0.0235**	**6.0000e-005**	**0.0000**	**0.0251**

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	0.7382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4554					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1100e-003	1.1000e-004	0.0121	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0235	0.0235	6.0000e-005	0.0000	0.0251
Total	**3.1947**	**1.1000e-004**	**0.0121**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0235**	**0.0235**	**6.0000e-005**	**0.0000**	**0.0251**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

Coachella Airport Business Park - Riverside-Salton Sea County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	624.5181	4.0004	0.0999	754.2978
Unmitigated	739.8795	4.7398	0.1184	893.6467

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.104572 / 0.0640924	0.7950	3.4300e-003	9.0000e-005	0.9068
Fast Food Restaurant with Drive Thru	1.41143 / 0.0900914	7.5669	0.0462	1.1600e-003	9.0657
Industrial Park	112.596 / 0	574.3106	3.6822	0.0920	693.7679
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	30.821 / 0	157.2071	1.0079	0.0252	189.9063
Total		**739.8795**	**4.7398**	**0.1184**	**893.6467**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.0882586 / 0.0601828	0.6958	2.8900e-003	7.0000e-005	0.7903
Fast Food Restaurant with Drive Thru	1.19125 / 0.0845958	6.4214	0.0390	9.8000e-004	7.6865
Industrial Park	95.0307 / 0	484.7181	3.1078	0.0776	585.5401
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	26.0129 / 0	132.6828	0.8507	0.0212	160.2809
Total		**624.5181**	**4.0004**	**0.0999**	**754.2978**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	79.4304	4.6942	0.0000	196.7854
Unmitigated	158.8607	9.3884	0.0000	393.5707

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	53.56	10.8722	0.6425	0.0000	26.9354
Industrial Park	603.76	122.5578	7.2430	0.0000	303.6318
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	125.28	25.4307	1.5029	0.0000	63.0035
Total		**158.8607**	**9.3884**	**0.0000**	**393.5707**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	26.78	5.4361	0.3213	0.0000	13.4677
Industrial Park	301.88	61.2789	3.6215	0.0000	151.8159
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	62.64	12.7154	0.7515	0.0000	31.5018
Total		**79.4304**	**4.6942**	**0.0000**	**196.7854**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	6	8.00	260	89	0.20	CNG

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	0.0678	0.6385	0.8843	1.1900e-003		0.0342	0.0342		0.0314	0.0314	0.0000	104.7472	104.7472	0.0339	0.0000	105.5942
Total	**0.0678**	**0.6385**	**0.8843**	**1.1900e-003**		**0.0342**	**0.0342**		**0.0314**	**0.0314**	**0.0000**	**104.7472**	**104.7472**	**0.0339**	**0.0000**	**105.5942**

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